The Outlook

MAY 16, 1917

Offices, 381 Fourth Avenue, New York

Readers of National periodicals are dependent on the mails. In the revenue bill now before Congress there is a provision which will make it difficult, if not impossible, for American readers to receive by mail any other than local periodicals. A free republic is dependent upon a free public opinion, and in a country of such vast area as the United States there is only one way by which public opinion can be formed and expressed; that is, by means of National publications. To destroy or impair such publications is to destroy or impair National opinion.

The pending revenue bill would impede, and in some degree absolutely prevent, the free circulation of National publications. It not only increases the postage from two to six times, but actually treats the United States for postage purposes as five different countries. For all periodicals published in New York City, for example, it proposes to charge:

In North Atlantic States, from two to three times present rates.
In New England States, from two to four times present rates.
In Southeastern States, four times present rates.
In Middle and Southwestern States, from four to five times present rates.
In Far Western States, six times present rates.

There is a similar system of postal rates for periodicals published in Chicago or St. Louis or San Francisco or anywhere else in the United States.

This proposal is objectionable for the following reasons:

1. IT IS UNJUST.

An increase of fifteen per cent in railway rates to shippers has been and still is objected to as burdensome. What, then, is to be said of an increase which, as in the case of The Outlook, amounts to 270 per cent? A periodical which now pays the Government about one-twelfth of its entire receipts from subscribers, as The Outlook does, would pay under the proposed law almost one-third of those receipts.

2. IT IS INJURIOUS TO THE PUBLIC.

Nearly all periodicals of public opinion would have to discontinue publication unless subscribers were prepared to pay this tax. On every subscription received from within the United States we pay 25 cents to the Government; from within Canada, $1.04 to the Government; and from within foreign countries in the Postal Union, an average of $1.65 to the Government.

The proposed law treats all Americans as residents in a foreign country, and requires the publisher, if publication is not suspended, to collect from each subscriber in addition to present subscription and postal rates substantially as follows:

From New England States, an average of 53 cents additional.
From North Atlantic States, an average of 37 cents additional.
From Southeastern States, an average of 75 cents additional.
From Middle States, an average of 83 cents additional.
From Southwestern States, an average of 87 cents additional.
From Far Western States, an average of $1.25 additional.

3. IT IS UNPATRIOTIC.

One contributing cause of the Civil War was that the North and South did not understand each other. One contributing cause of the great European war is that the nations speak different languages and do not understand each other. Patriotism calls for legislation making mutual understanding easier and better. The proposed legislation makes mutual understanding more difficult. It tends to denationalize the Nation.

LYMAN ABBOTT, Editor-in-Chief of The Outlook.

We reprint elsewhere in this issue an editorial from the New York "Evening Mail" which states the National aspect of the matter with clearness and force.

The Ways and Means Committee of the House of Representatives refused to grant any hearing upon this measure. If our readers wish, however, they can be heard by Congress. If they disapprove this bill, they can send a postal card, a letter, or a telegram to one or both of the Senators of their State. It can be addressed simply to the Hon. ——, United States Senate, Washington, D. C. If they do not know the names of their Senators, they can send their message to the Senators from —— (naming the State). A letter or telegram can be also sent to the Hon. F. M. Simmons, Chairman of the Senate Finance Committee, United States Senate, Washington, D. C. Delays are dangerous. The telegram is the best.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

THE WEEK

CONGRESS LAGS

Though it has brought honor to itself and to the country by unanimously passing the $7,000,000,000 Loan Bill, Congress is imperiling the welfare of the country and the cause of our allies by its slowness in organizing the new citizen army and in increasing the number of men in the navy.

The very necessary Army Appropriation Bill, a legacy from a previous Congress, having passed both houses, is still in the hands of the conference committee between them, as is also the Draft Bill, without whose enactment army registration cannot begin. Moreover, the Universal Training and Service Bill, a measure of fundamental importance, has not been acted on by either house. Nor has either acted on even a measure of such immediate importance as the Navy Personnel Bill, introduced on April 18 and favorably reported. This bill would, if passed, temporarily increase the authorized enlisted strength of the navy active list from 87,000 to 150,000 men and of the Marine Corps from 17,400 to 30,000. Of other National defense measures, the House has now passed the Spy Bill, also a legacy from the last Congress, with a censorship provision much modified from the Administration's recommendation.

But Congress is not the only consumer of time. Six weeks ago the Administration knew of the food shortage in general, and that of wheat in particular. Yet only now has it introduced its full legislative programme supplementing other food bills already before Congress. The Administration omnibus measure proposes the following measures whenever National emergency shall require:

To establish and enforce standards for grades of food, food materials, seeds, and fertilizers.

To license and control the manufacture, storage, and distribution of foods.

To prescribe the percentages of flour which may be milled from wheat.

To regulate the mixing of wheat products with any other cereal in the production of food.

To impose limitations or prohibitions on the use of grain in the manufacture of liquor.

To fix maximum and minimum prices not only for food, but also for clothing, fuel, and other necessities.

To prescribe regulations to govern the production of these commodities, and, if necessary, to requisition the producing factories, mines, or other establishments.

To compel holders of necessities to release them in amounts insuring equitable distribution.

To regulate exchanges so as to eliminate market manipulation.

To compel railways to give preference to the movement of necessities.

To levy such importation duties as are necessary to prevent excessive "dumping" of foreign products, which might defeat the practical operation of the minimum-price plan.

Whatever may be said as to the desirability of price-fixing for non-perishable foods, price-fixing for perishables will meet with wide opposition. And, whatever may be said as to the desirability of minimum price-fixing for any commodity, a maximum price-fixing might operate to check production, which is now our greatest need.

If this food dictatorship bill, as a whole, is passed, as the Administration recommends, it would confer on the President greater powers than exist in the hands of any ruler of a European monarchy. In war time it is necessary to confer extraordinary power on executive officers; but, wherever possible, these special powers should be lodged in temporary officers whose terms would expire with the emergency for which they were created.

HOW SHALL WE BE TAXED?

Closely following the Administration's Food Control Bill comes its Tax Bill—a war revenue measure originating with the Secretary of the Treasury and framed by the Ways and Means Committee of the House of Representatives. Its main features are as follows:

The individual Federal income tax is to levy two per cent in addition to the normal rate, with exemptions of incomes under $1,000 and $2,000 respectively for unmarried and married persons. The supertax is to begin on incomes over $5,000 a year; it will reach a final total of thirty-three per cent on incomes exceeding $500,000.

The corporation Federal income tax levies two per cent additional, with a retroactive tax of one-third of the rates existing under the old law and applied to incomes for the calendar year 1916.

The Federal inheritance tax is to be increased by new rates ranging from one-half of one per cent on estates not exceeding $50,000 to fifteen per cent on estates over $15,000,000.

The excess profits tax is to be increased by eight per cent additional upon incomes of corporations and partnerships.

An elimination of all articles on the tariff free list, with a minimum duty of ten per cent.

A horizontal increase of ten per cent on all articles now subject to import tariff.

Tariff taxes on tea and coffee in importers' hands.

The taxes on wines, liquors, and beers are much increased, and soda fountain drinks, including grape juice, ginger ale, root beer, etc., are to be taxed.

There is also a large increase on cigars, cigarettes, and tobacco.

A five per cent tax is imposed on advertising or advertising space other than that in newspapers and periodicals.

Taxes are to be imposed on life, marine, fire, and casualty insurance policies.

An increase on second-class mail rates is provided for, together with a use of a system of zones, the rates on second-class matter ranging from two to six cents a pound, according to the zone of delivery. To prevent publishers from shipping their publications by freight to central distributing points and then utilizing the mails the bill provides that the high postage rates shall apply just as though the matter were mailed at the office of the publication.

Stamp taxes are to be levied on bonds of indebtedness, stock issues, drafts, conveyances, and proxies.

Taxes are to be imposed on the transportation of property and persons by rail or water, on telegraphic, telephonic, and electric service, based on cost of service.

A graduated tax is to be imposed on paid admissions to entertainments, charitable affairs being excepted. Moving-picture films, jewelry, pleasure boats, perfumes, drugs, chewing gum, and sporting goods are also to be taxed.

There is to be a five per cent tax on automobiles and motor cycles, on tires, and, finally, on musical instruments.

Concerning the postal provisions and their destructive possibilities there is a statement published on the preceding page.

THE ROOSEVELT DIVISION

As we go to press the Conference Committee of the House and Senate are still deadlocked over the proposal to accept the volunteers which Mr. Roosevelt has already enrolled for foreign service.

An official statement of the work which Mr. Roosevelt and his friends have accomplished in this direction has been published in the public press. To date more than 180,000 men, exclusive of officers, have enrolled for service in Europe. The entire cost of mobilizing and equipping these men can be met from private funds if the Government so desires.

If the Government permits this force of volunteers to be raised, Colonel Roosevelt has no desire for higher rank than that of junior brigadier. Certainly in view of his military experience and his training in the handling and control of men, this is a most reasonable and conservative desire.

It is planned that from the regular army would come the major-general commanding as well as the other brigadiers. The colonels of this force would also probably come from the regular army, together with as many staff officers as the War Department might approve. Some of the names of those who are anxious to serve in this force waken inspiring memories. There is, for example, Captain Philip Sheridan, scheduled for a colonelcy; Captain Fitzhugh Lee, to command men from

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Texas; Captain Nathan Bedford Forrest, son of the famous and daring Confederate raider; and Lieutenant Thomas Jackson Christian, a grandson of "Stonewall" Jackson. The last name at least, should be familiar to our English allies, for the life and campaigns of Jackson have long been used as a text-book in English military schools.

The records at the Roosevelt headquarters, 753 Fifth Avenue, New York, show that forty-two States have offered to supply complete commands. These records demonstrate that more than twice as many men have volunteered to serve in Europe, at the side of Colonel Roosevelt, as have been secured by the total recruiting efforts of the Army, Navy, Marines, and National Guard.

As Colonel Roosevelt recently said, conscription represents only the minimum which the State asks of its citizens. It should not be used as an excuse to avoid service by those who are qualified by education or opportunity to do more than the Nation asks.

TWELVE THOUSAND ENGINEERS FOR FRANCE

While Congress is debating the advisability of sending volunteers to Europe, and while the Administration hesitates to say yes or no to Mr. Roosevelt's project, the War Department has called for the volunteer services of twelve thousand engineers to be sent to France at the earliest possible moment for work on communication lines.

The decision to send these volunteers to France is understood to have grown out of conferences in Washington between Government officials and members of the French and British war commissions. In Mr. Roosevelt's proposed volunteer forces there are three engineer regiments already enrolled, and it is said that their services are at the disposal of the Government "on demand."

If it is proper to send these volunteers to Europe, why is it not proper, now that the principle of conscription has been virtually accepted and there is no danger of depending wholly upon the volunteer system, to utilize to the fullest the services of the men who are ready to give their all for the country?

ALCOHOL AND DISEASE

Closely allied with the question of utilizing all the available forces of the Nation is the question of protecting these forces so that they may be in the highest possible degree efficient. Only a sober and a healthy army can be efficient, and our military and civil authorities are coming more and more to see that efficiency and health cannot be maintained without the elimination of alcohol. Important recommendations looking to this result have been adopted by the Council of National Defense.

Guided by the General Medical Board, which is constantly studying medical problems in connection with the mobilization of the army and the navy, the Council of National Defense recommends:

"First, that under military control an effective zone shall be created about all military commands as the most practicable and effective measure to prevent venereal diseases.

"Second, that these military zones shall serve also as a means of control of alcoholic beverages to the troops."

These recommendations are made by the Council after exhaustive study of conditions to-day among great European armies.

Zones about the military commands will be created, and conditions in these zones will be guarded by military measures so as to prevent the spread of venereal diseases. The two military arms of the Government officially recognize that continence is compatible with health.

The Council also recommends, as a further solution of the problem, that all military commands be provided with good facilities for the recreation of the troops. It urges that all suitable athletics be encouraged.

The use of alcoholic beverages on the part of soldiers and sailors in military commands has long been under military control. But the creation now of these military zones will in effect extend such control over the troops when they are off duty out of the commands.

The sorrow and regret which has been caused by the inadequate protection afforded the boys from Canada and Australia supplies our country with a warning which, if heeded, can be made of incalculable value.

NATIONAL PROHIBITION

There are a number of those who are coming to believe that if the idea of putting a dry zone around our military camps is a good one, the idea of putting a dry zone around the United States is a better one. Massachusetts, which has never been regarded by the Western and Southern States as a stronghold of prohibition, recently witnessed a striking expression of the sentiment of the leading citizens of Massachusetts towards the abolition of the liquor traffic. A delegation which included such men as Dr. Charles W. Eliot, President Emeritus of Harvard, the Rt. Rev. William Lawrence, Bishop of Massachusetts, Professor Thomas N. Carver, of Harvard University, the Chaplain of the State Grange, the President of the Boston Associated Charities, and Major Henry L. Higginson, appeared before Governor McCall, asking him to appeal to Congress to enact a prohibition law for the period of the war. Bishop Lawrence said:

> The change in public sentiment on prohibition has been simply enormous. There is the question of economy of grain and other products, the question of drawing men now manufacturing liquors into munitions and all kinds of production, the question of saving money in police, jails, and almshouses, the question of creating a more efficient and thoroughly healthy body of troops. All these things are going to strike home hard for prohibition.

Dr. Charles W. Eliot pointed out the need of protecting the health of our armies by the prohibition of alcoholic drink:

> The greatest sap of the efficiency of an army in the present war in Europe is venereal disease. Before prostitution and brothels always goes the saloon or the free chance to get a drink. As a military measure we want prohibition first of the saloon and next of the brothel. Here is a chance to use the military power of the Government to prevent these enormous evils which exist wherever large numbers of young men are gathered together separated from the usual restraints of home and friendly neighbor.
>
> The experience of the Canadian and Australian troops after they arrived in England and now on the French front demonstrates the fact that venereal disease is one of the worst enemies of the efficiency of an army.

The growing tide of such testimony as this from all parts of the country is very impressive.

GUARDING OUR FOOD RESOURCES

Just as the health of our armies is bound up in the elimination of drinking and the inevitable diseases which follow in its wake, just so is our food supply also related to the question of eliminating liquor production.

From a great number of sources various estimates of the amount of food material consumed in the manufacture of liquors and distilled spirits have come. The Department of Agriculture supplies us with figures based on the internal revenue statistics, which may be of interest at this time. According to these statistics, during the fiscal year ending June, 1916, 68,439,849 bushels of barley, corn, rye, oats, wheat, and other cereals were used in the manufacture of fermented liquors; 39,341,566 bushels of grain were used for distilled spirits; 117,143,205 pounds of grape sugar, hops, and other materials were used for fermented liquors; and 154,885,086 gallons of molasses and glucose were used for fermented liquors and distilled spirits. Large as these figures are, of course, they represent only a small percentage of the total food supply of the country. Nevertheless, with the situation confronting us to-day, such a supply of food is not one to be dismissed as inconsiderable, and ought not to be wasted on intoxicating liquors without argument.

A FARMER'S WARNING

To turn from millions of bushels to back-yard gardens may require some imagination, particularly to those familiar with the average back-yard garden. In commenting upon the great army of amateur gardeners who are entering their new field

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

this year with unlimited hope and very limited experience, a practical farmer, writing to the "Rural New Yorker," says: "I think I will look up some of those gardens next summer and see whether they need a hoe or a scythe." This particular farmer has put in very compact form a warning which all amateur gardeners should heed. It is easy enough to plant a garden, but planting a garden and raising vegetables are two different things. Weedless propellers and weedless fish-hooks have been invented, but a man who can grow an automatically weedless garden has not yet been discovered.

Just as the amateur gardeners are looked at somewhat askance by the more experienced professionals, so is the project to employ boys as laborers on our farms also looked at with suspicion in some quarters. It is another farmer who also writes the "Rural New Yorker" and says: "While there is a place on every farm for a smart boy, more than one boy is a nuisance. I have heard my father say, 'One boy is a boy; two boys, half a boy; and three boys, no boy at all.'"

It behooves the boys and the amateur gardeners of the country to prove that these doubts about them are unjustified.

THE RUSSIAN SITUATION

While the situation in Russia continues to be grave and puzzling, there is a preponderance of evidence that a clash has been averted between the two powerful influences which were behind the Revolution: on the one hand, the political leaders who now stand at the head of the Provisional Government, and notably Prince Lvoff and Mr. Milyukov; and, on the other hand, the Council of Soldiers and Workmen, who represent some of the actual physical force which made the Revolution possible.

The forthcoming session of the Duma, it is hoped, will aid in making permanent the understanding which has been established between the two elements. The latest report we have from Petrograd states that through mutual concessions an agreement has been reached between the two elements which will permit the Provisional Government to adopt a consistent and definite programme. In reaching this result, cable despatches state that the message of the American Federation of Labor, through its head, Mr. Samuel Gompers, to the people of Russia has had positive effect in warning against agitators, demagogism, and "any peace tainted with Kaiserism."

There have been few episodes in history in which so thrilling a personal victory was gained by one man over a mob as that in Petrograd on May 3, when Milyukov faced a screaming, angry mob of workmen, soldiers, and agitators. Standing on the balcony of the headquarters of the Provisional Government, the Minister of Foreign Affairs told his hearers plainly that he would never consent to the betrayal by Russia of her allies. "When I see your banners reading, 'Down with Milyukov!'" he exclaimed, "I fear, not for Milyukov, but for Russia." His exposition of the need of united action by the Allies, of the wrongfulness and madness of a separate peace by Russia, in large measure convinced, and certainly enlightened, those who heard it. From that time on the purpose of the Socialists and the delegates of the soldiers and the workmen has been clearly opposed to a separate peace. But they urge that general peace should be made without the exaction of indemnities or the acquisition of new territory by any of the nations involved. They wish also that this principle might be urged by the Provisional Government upon its allies and gain general acceptance.

It may be pointed out that the peace ideal of these Russian workers and soldiers, while it may be impossible of execution, is not as inconsistent with the demands of Russia's allies as some seem to think. For instance, while it would debar Russia from taking over Constantinople as a part of the Russian state, it would not debar her from being made responsible for the administration of Constantinople or from insisting on free passage through the Dardanelles for all countries, nor from participating in the joint protection of all foreigners in Constantinople; neither would it be inconsistent with the establishing of Armenia as a separate nation, nor, we should suppose, with the founding of a separate Bohemian nation, nor perhaps with other changes based on the idea of racial and national unity and not involving acquisition of new territory.

It is earnestly to be hoped that the various commissions (political, financial, and railway) to be sent from this country to Russia will exercise their influence in favor of unity of effort in Russia for the prosecution of the war, for the principles of democracy the world over, and for the crushing of the dangers of autocracy. Such criticism as has sprung up since the appointment of Mr. Elihu Root as the head of the political commission is chiefly founded on the feeling that he is not radical enough in his opinions to be welcomed by the Social Democrats of Russia. We believe that Mr. Root's notable good sense will prevent him from attempting to advise specifically in regard to Russia's internal affairs or to mediate between conflicting political elements.

The Provisional Government is composed of some of the ablest men in Russia, and if they cannot deal with the disintegrating Socialistic peril nobody can. While the Commission should include men who will be respected and well received by the Socialists and Democrats in Russia, they need not be extremists themselves, and, in our judgment, they should confine themselves chiefly to an expression of congratulations and good wishes, and to the inquiry, "What can America do to give most help to the new Government of Russia in attaining its objects and in prosecuting the war?"

GERMANY IN POLITICAL FERMENT

Political opposition to the German Chancellor, Dr. von Bethmann Hollweg, has gained force in the Conservative element of the Reichstag. The cause is the anger of the landowning aristocracy and the autocratic faction generally because the Chancellor has tried to conciliate Radicals and Socialists by lending an attentive ear to their talk of reform and political reconstruction. The Chancellor is also charged with having delayed German victory by not favoring ruthless submarine warfare a year ago and by his peace-conference proposal. Constitutional changes are proposed that would limit the Kaiser's control of naval and army officers by making his appointments subject to approval by the Chancellor or the War and Naval Ministers, and making them responsible to the Reichstag. But the Kaiser has on several occasions proclaimed himself superior to the Constitution. Thus five years ago, when it was proposed in the Reichstag to check the Kaiser's personal expenses, he made a speech at Strassburg in the course of which he said, "If my civil list is cut down, I will smash your Constitution to atoms." Other proposals are that the Reichstag may not be adjourned or closed without its own consent; that it may dismiss the Chancellor; that its consent to treaties should be necessary.

As to the ultimate outcome of the new stir among the advocates of social democracy in Germany, opinion differs widely in and out of that country. Thus Maximilian Harden is quoted in last week's despatches as saying, in answer to the question, "What is the need of the hour?"—

> Simply, our decision to put Germany's house in order, in such a way that it will be livable to-morrow for us; no longer an object of horror to the whole world. The United States will never fight a Germany led by new men to the goal set by President Wilson.
>
> Not because he set this goal, but because our existence depends on it—demands it—must we go toward democracy. There is democracy all around; who dares stop the wheel of history? The union of peoples is on the way; do we wish to freeze outside?

On the other hand, Ernest Stressermann, a Liberal leader in the Reichstag, says:

> A world war with 2,000,000 German volunteers would have been impossible if there had been any difference between our people and our Government. . . .
>
> The German Parliament is based on the freest electoral system in the world. The Kaiser is more limited in his acts of Imperial power than the President of the United States.

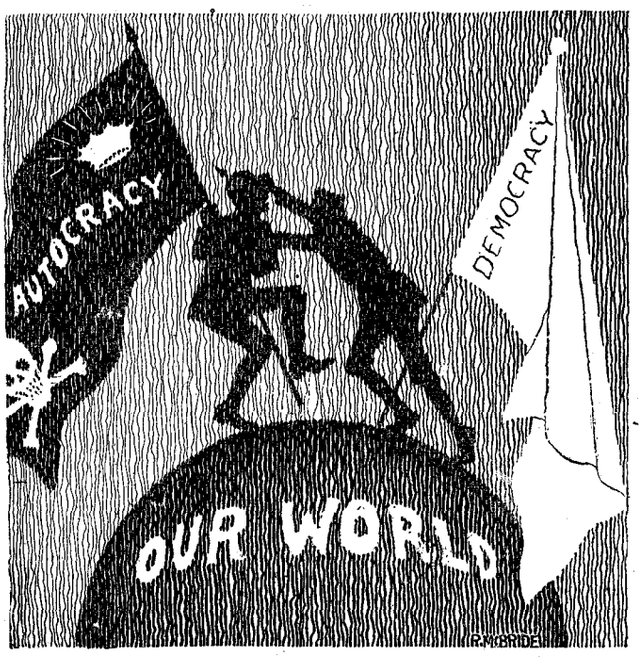
To these opinions may be added a statement attributed in a despatch from Copenhagen to our Minister to Denmark, Dr. Maurice F. Egan, a man of wide knowledge in European affairs:

> My opinion is that the current peace suggestions are made for the purpose of breaking the resistance of Russia, with the

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

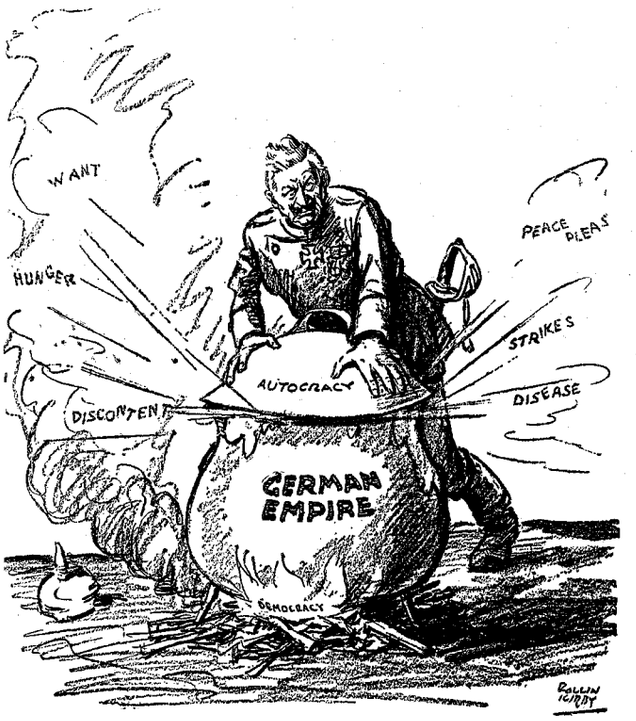
CARTOONS OF THE WEEK

McBride in the Knoxville (Ky.) Sentinel



ONLY BIG ENOUGH FOR ONE

Kirby in the New York World



HOLDING DOWN THE LID

Kirby in the New York World

AT CLOSE QUARTERS

Brinkerhoff in the New York Evening Mail

Copyright, 1917, by S. S. McClure

ALL IN THE SAME BOAT

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

hope thus of obtaining supplies of food and gaining other assistance. . . .

While the German nation will have constitutional government perhaps in the not far distant future, there is not the slightest reason for believing that the Hohenzollerns will suffer the same fate as the Czar.

THE WAR NEWS OF A WEEK

The three most important events in the fighting on the western front during the week ending May 9 were the capture of Craonne by the French troops under General Nivelle, the advances made by the British at and about the town of Bullecourt, and the capture of Fresnoy by the British. The last-named place has been recaptured by the Germans after a prolonged fight in which both sides suffered severely; this loss (which may very possibly be only temporary) is the only important recapture of a position by the Germans since the British and French began this spring's advance on the German lines.

Fresnoy is in the Arras sector and lies about seven and one-half miles northeast of the town of Arras. Bullecourt is nine and one-half miles southeast of Arras. The capture of Bullecourt was effected largely by the Australian forces. If its occupation is sustained against the terrific German counter-attacks now being made upon it, it will prove of great importance because of its nearness to Queant, the southern extremity of the so-called Wotan line. The capture of Craonne is a most creditable achievement to the French army under General Nivelle and is of strategic importance in the French attempt to advance toward Laon from the south and southeast with the idea of "pocketing" Laon, which is a point the Germans will certainly not abandon unless overpowering force is brought to bear. The French report that from April 15 to May 7 they have taken twenty-nine thousand prisoners in the various engagements which are described as altogether constituting the great Battle of the Aisne, still going on.

Encouraging reports were received from England on May 8 as to the submarine situation. Without giving exact figures, it is stated that the weekly report of shipping losses about to be published showed the smallest loss in three weeks, and there is a strong intimation that the anti-submarine warfare is making progress and that new measures of dealing with the submarines are giving results.

FRENCH ARMY OFFICERS AT HARVARD

At the request of Harvard University and with the sanction of our Government, six French officers have come from France to help in the training of Harvard students. In our illustrated section we publish a picture showing the welcome accorded to them upon their arrival in Boston. The picture shows the Harvard regiment (originally designed as a detachment of the Reserve Officers' Training Corps) passing in review before the six French officers.

The French officers detailed to Harvard have all seen active service in France. Because of wounds or sickness they have been incapacitated for active service, and therefore have been made available for the training of American soldiers. It is to be hoped that other French and English officers can be secured to assist in the training of reserve officers at Plattsburg and elsewhere.

The Harvard regiment is not, as it was hoped, to be a part of the Reserve Officers' Training Corps for the new army. Those students of Harvard who are eligible on account of age or previous military training for enlistment in the officers' training camps at Plattsburg and elsewhere have been urged to apply for admission to those camps. The Harvard training regiment, however, will be continued during the summer and the dormitories of the University will be used for barracks. Present members who are not admitted to one of the Government camps and new men, undergraduates and graduates from Harvard and other colleges, will be accepted for training. Although such men will not be immediately available for commissions, the training they will receive in this corps should prove of incalculable value. The Harvard training corps will be (unless the Plum Island camp is opened) the only one in the country in which candidates for commission under the age limit of twenty years and nine months will be able to train under regular army officers.

GERMAN WAR PRISONERS IN AMERICAN PRISON CAMPS?

In our issue of May 2 we published an editorial under the title of "Bring Mohammed to the Mountain," advocating the transportation of German prisoners from England and France to the United States. In this editorial we stated our belief that by such a method thousands of rations could be saved for the Allied armies, and also much cargo space, now necessarily devoted to the carrying of food for the use of these prisoners, be made available for purposes of more direct benefit in carrying on the war against Germany.

On May 3 Senator Hale, of Maine, introduced in the Senate the following resolution:

> *Whereas*, there are a great number of German prisoners of war in the detention camps in England and France who must now be cared for, fed, and supported by the Governments of these countries; and
>
> *Whereas*, it is the policy of this country in every way to assist the Allied Powers in the matter of food supplies; and
>
> *Whereas*, it will afford a considerable relief to these two countries if our Government takes over the care and support of these prisoners; now, therefore, be it
>
> *Resolved*, That the President of the United States be authorized and empowered to make offer to the Governments of these two countries to take over these prisoners of war, and that provision be made, if the said offer is accepted, to convey to this country as many of these prisoners as shall be found practicable, and that the President be further authorized and empowered to prepare camps for the detention of such prisoners as are brought to this country.

Senator Hale's resolution further called for the appropriation of one million dollars for the carrying on of this purpose. The resolution was referred to the Committee on Foreign Relations.

To judge from letters which have come to us since the publication of our suggestion to transport German prisoners to the United States, there appears to be no little interest in this proposition.

WHAT AMERICA HAS DONE FOR TURKEY

A recent despatch to the State Department from Ambassador Elkus (who is reported to be recovering rapidly from an attack of spotted typhus) at Constantinople reveals the fact that the great majority of the Turkish Cabinet were not in favor of breaking with the United States. We assume that the German pressure, backed by the powerful Enver Pasha and the army, was greater than the administration could resist.

The breaking off of diplomatic relations calls attention to what America has done for Turkey.

Our chief educational institutions there are Robert College and Constantinople College at Constantinople, and the Syrian Protestant College at Beirût. The value of their plants exceeds $3,000,000.

The largest missionary organization at work in Turkey is the American Board of Commissioners for Foreign Missions (Congregational). It has ninety-four men and women in Turkey at present. The value of the Board's property is between $3,000,000 and $4,000,000. Its most important colleges are Anatolia College at Marsovan, Euphrates College at Harput, and the International College at Smyrna, the value of each of these plants being nearly $200,000; then follow Central Turkey College at Aintab, the Central Turkey Girls' College at Marash, the Teachers' College at Sivas, the American Collegiate Institute for Girls at Smyrna, St. Paul College at Tarsus, the American College at Van, and the Agricultural and Industrial Institute at Salonika. Of these institutions we would call attention to Anatolia College because of its development of Russian as well as Turkish work. Anatolia College is now right at the door of Russia, and is perhaps the only institution of the sort with a Russian constituency and a Russian Department already in being. The number of Russian students just before the war was about forty, and after the war there should be one hundred. This Slavic blood, as noted by the officers of the College, seems to carry a virus and vitality all its own. All in all, more than $21,000,000 has gone through the American Board for the conduct of its work.

In Constantinople the Bible House is valued at a quarter of

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

a million dollars. The Young Men's Christian Association, the American Tract Society, and other institutions have also spent large sums of money at the Turkish capital.

The war efficiency of our institutions in Turkey may be noted from the facts that during the year before the war nearly 40,000 patients were received into the American Board's nine hospitals and ten dispensaries, and nearly 135,000 treatments given, the Board supporting eleven physicians, and that when the war broke out all American hospitals in Turkey were offered for the Red Cross work, the usual staff as well as many missionaries joining in caring for the wounded.

A high authority tells us that if Turkey should declare war upon the United States, Americans in Turkey, especially the missionaries, might not be interfered with, except that possibly certain college buildings might be occupied for military purposes. He is confirmed in this opinion because several British missionaries are continuing their work unmolested in Turkey, despite the fact that Turkey and England have been at war for more than two years.

The American Committee for Armenian and Syrian relief has sent to Constantinople for relief purposes over $1,300,000.

TO PUT THE PERIODICALS OUT OF BUSINESS

[This is the editorial from the New York "Evening Mail" to which reference is made in the announcement on the first editorial page of this issue. Since daily newspapers are not seriously affected by the new postal proposal, this editorial from a daily newspaper has special weight.—THE EDITORS.]

IT would be difficult to devise a more unintelligent, disastrous, and subversive piece of revenue production than the proposed increase in the rate on second-class mail matter.

That classification includes newspapers, magazines, and other periodical publications. The scheme is to raise the postage on such matter from two to six cents, on the basis of a zone system.

The magazine and the daily newspaper with a National circulation are the great mediums for the exchange of sentiment on this great continent; for the creation of a National sentiment; for the welding together of the thought and feeling of a widely diversified population, scattered from the Atlantic to the Pacific. Only by the instrumentality of such publications is the creation and the crystallization of a National sentiment, a National ideal, and a National aspiration possible.

Daniel Webster used to say that the annexation of Oregon and other Western regions was not desirable because they could never become welded with the rest of the country. And they could not become welded with the rest of the country because it would take so long for Congressmen to travel to Washington and so long for the news of the decisions of Congress to reach the far-outlying constituencies that legislation would be hopelessly impeded.

The telegraph, the railway, and the magazine have obliterated this element of distance. They have brought the Pacific coast to New York. They have taken New York to the Pacific coast. In the pages of the magazine and of the newspaper with a National circulation, published, let us say, in New York, the people of the West find a complete exposition of issues, of events, of the vast life of the country as a whole. The people of the East enjoy the same advantage by reading a magazine or a newspaper published in Chicago or in San Francisco.

Now it is proposed to destroy this agency of homogeneity by making it impossible for the Eastern magazine to reach the West or for the Western magazine to reach the East. All periodicals, including newspapers, are already staggering under the burden imposed by the enormous rise in the price of paper. The magazine business, of all the great productive enterprises in the country, is the least paying. It cannot possibly stand the burden of the proposed higher postal rates.

We face the probability of the creation of three distinct zones of publication—the Eastern stopping at the Mississippi and the Middle Western ending at the Rocky Mountains.

And with three distinct zones of publication we face the prospect of the creation of three distinct zones of thought and feeling. We face the destruction of that great force which we have been striving to create—the force of a united public opinion and a crystallized National sentiment.

In addition to killing a great industry we would kill a great moral agency which has done valiant service for the upbuilding of a united Nation.

WHERE TO SAVE

England tried the "business as usual" attitude towards the war, and had to admit her mistake.

Now this country of ours is divided between the "business as usual" school of thinking and the group which, warned by England's error, has begun to preach an almost hysterical economy.

As the business machinery of the country is placed more and more upon a war basis a proper balance between these two positions will become more apparent than it is now. To act fully upon the advice of the first group is to invite the lengthening of the war; to act fully upon the advice of the second is to disrupt unnecessarily the business fabric of the United States.

There is one direction at least where economy cannot be too rigidly enforced—we cannot husband our food supply too carefully. By husbanding our food we do not mean hoarding our food. Buying two barrels of flour where but one is needed saves nothing, and serves only to decrease the available supply. Conservation of food does not mean taking food out of use; it means using it properly.

Outside of the food supply the question of general economy becomes debatable. One definite rule, however, can be drawn which is not debatable. Let us now in time of war cut off every expense which we should have cut off in time of peace. How much further than this we should go the development of events must automatically determine.

DEVELOPMENT OF THE NAVY

Congress during the last session adopted a long-needed policy of naval construction which, if carried out, will eventually restore our navy to second place.

Now that we have entered the war as the ally of the greatest naval Power in the world, the need of the battle-ships provided for by the appropriations of Congress is less evident, but the need of cargo ships, scouts, and destroyers is even greater than at the time of the passage of the last naval bill.

Of the proposal to turn some of the energy devoted now to the construction of battle-ships to satisfy the pressing need of the hour for destroyers and cargo ships the "Army and Navy Journal" says:

> It is useless to blink the fact that we may have a long war ahead of us. We cannot afford to weaken our navy by a single ship planned for it. To do so would be to negative all our preparedness, all the progress we have made toward such a navy as should be one of the two essential military weapons of every first-class Power.

On the other hand, the "Scientific American," the lay journal which perhaps of all others has been the most insistent and intelligent advocate of a large and efficient navy, takes exactly the opposite view:

> We should at once concentrate our naval ship-building forces upon the construction of those types of vessels which can be most quickly built, equipped, manned, and sent to the scene of the submarine attack. The question is neither involved nor obscure, and it takes only clear vision and common sense to realize the truth of the above statement. Therefore we do not hesitate to affirm with regard to our present programme for building battle-ships and battle-cruisers that wherever the construction of the ships of that programme would interfere in the least with the construction of destroyers, torpedo-boats, chasers, or food and munition carrying ships, such construction work should be stopped at once and the anti-submarine programme be given absolute precedence.

The position of the "Scientific American" appears to us to be absolutely sound.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

AN EVENING WITH MR. SUNDAY

Recently I heard Mr. Sunday in the New York Tabernacle. It was my first opportunity to hear him. The night was rainy, but the Tabernacle appeared to be full, though there may have been vacant seats in the extreme rear. Our party occupied seats facing the side of the platform from which Mr. Sunday spoke. In the rear was a chorus reported to contain a thousand members. In the same section of seats which our party occupied were, I should guess, from fifty to seventy-five clergymen. If the auditorium seats eighteen thousand people, there could hardly have been less than sixteen thousand present.

Mr. Sunday is a man of medium height, of rather slight build, with apparently not an ounce of superfluous flesh, both agile and muscular, and with extraordinary nervous power. His voice was at first very husky, but it became clearer as he proceeded, and he was apparently heard in every part of the vast auditorium. He has a face of great refinement, a welcoming smile, and a winning personality.

The first half of his sermon was spoken from manuscript which lay on the desk before him, but which he had so well in mind that I doubt whether his references to it were apparent to the great body of his hearers. I had been prepared by his critics to expect an incoherent address, characterized by striking and odd passages. In fact, it was a coherent, well-ordered, impressionistic, and forceful urgency of the duty of courage in the Christian life. There were passages in it of great rhetorical eloquence, passages which would have been effective as literature, quite independent of the method of delivery. The latter half of his sermon appeared to be extemporaneous; and while it was an enforcement of his general theme, it had that fragmentary quality which adds effectiveness to a true extemporaneous speaker, who speaks, not to, but with his audience, and gets from them, he knows not how, suggestions which lead to continual variations in the presentation of his theme.

At times he used slang, but in no such wholesale quantities as I had been led to expect. Nor was there any even remote suggestion of vulgarity or coarseness in his address. Whatever was objectionable in his use of the language of the street was more than compensated for by the entire absence of the pietistic phrases which we are accustomed to expect from professional evangelists; phrases such as, "Lay down the weapons of your rebellion," "Take up your cross," "Come to Jesus just now," "Saved by the blood of Jesus." Mr. Sunday did not talk in symbols. He did not use what has been well called the "*patois de Canaan.*" He says what he means, he means what he says, and he says it in a language which the boys in the ball-field or the girls from the laundry can understand. He was very unconventional, but he was not irreverent. There was no solemn tone either in his preaching or in his prayer. He spoke both of and to Jesus Christ as though Jesus Christ were on the platform at his side. His familiarity with God was that of a boy whose father is his constant comrade.

To those accustomed to the gentle persuasiveness of the ordinary preacher Mr. Sunday's gestures come as a surprise. He gestured with his whole body. But I remember the saying attributed, I believe, to Cicero, that there are three characteristics of oratory: "The first is action; the second is action; the third is action." I remember also years ago hearing Father Gavazzi, whose posturings were singularly graceful, but who, as I recall it, was not still for a moment, and whom I listened to with interest for an hour, though he spoke in Italian, a language with which I had but the slightest acquaintance. I recall also John B. Gough, who enacted every story which he told, and in his impassioned eloquence was never still for a moment. It was as natural for Mr. Sunday to stand on one foot in his platform-pulpit as for him to do so when he threw the ball in the ball-field. He carries the intensity of the game into his work, and is not able to express the passion of his ardor without calling every part of his body into play to do it.

This is also the explanation of what is called his intolerance. He is frankly intolerant of wickedness, hates it, and calls on his congregation to join him in hating it. The night that I heard him he gave no expression of intolerance toward those who honestly differed with him in opinion, only toward those whose malignancy, selfishness, love of ease, or careless indifference prevented them from enlisting in the campaign against vice and crime. He threw the whole force of a powerful personality into his sneer against the phrase "I favor." "I favor!" he cried; "what will you do for it? Will you live for it? Will you suffer for it? If need be, will you die for it?" For myself, I wish we had in the pulpit more of Mr. Sunday's intolerance for lukewarmness and indifference, more of Christ's intolerance for greed and oppression cloaked in garments of piety. We ought to abolish, from both our penal laws and our theology, the spirit of revenge; but we need to retain in both our social and our spiritual life the spirit of the text, "Abhor that which is evil."

Mr. Sunday is an orator of no mean ability, though he employs a unique form of eloquence. But he who would look for the secret of his power must look beneath the form and method of his utterance. There are at least three elements in that power which all preachers would do well to study.

Mr. Sunday addresses himself directly to the spiritual nature of man. In every normal man there is more or less developed a perception of the difference between right and wrong, a regard for men of chivalric and noble character, an aspiration for some higher and nobler life than has yet been attained, and some vision, however dim, of an invisible world—a world expressed by such words as chivalry, justice, honesty, the square deal, pity, mercy, love. Most of us preachers endeavor to reach this spiritual nature of man by a roundabout method—through the reason or the imagination or the emotions, or even through self-interest, as by such sayings as "Honesty is the best policy." The great preachers reach this spiritual nature directly. They wake it up. It has been deaf, they make it listen; dumb, they make it speak; palsied, they make it act. The preacher may be schooled in the old theology like Spurgeon, or in the new theology like Henry Ward Beecher; he may be a man of the highest culture like Phillips Brooks, or a man of no culture at all like Dwight L. Moody; he may be a Churchman like Massillon or a come-outer like John Wesley. If he can wake up and make efficient in his hearers this spiritual nature—conscience, reverence, aspiration—he possesses the secret of pulpit power. This, so far as we can judge, was the secret of Christ's power as a preacher. It certainly was not action, for he generally talked sitting; nor scholarship, for he was not learned according to the standards of his time; nor logic, for he rarely argued. He told men to love their enemies and do good to those who despitefully used them, and he inspired them with the desire to do so. But the only reason which he assigned was that they may be perfect like their Father in heaven, and he gave them no reason for desiring that perfection. He told them to consider the lilies of the field, how they toil not, neither do they spin, but he assigned no reason why a man should wish to be like a lily. But by his life he illustrated and enforced the truths he taught, and his words, reinforced by his life, woke up then and have been awakening ever since the dormant spirit of love in vengeful men, and of trust and confidence in care-worn men. Mr. Sunday addresses himself directly to this spiritual nature in man, and he succeeds in awakening it in them, and they go out to practice what he preaches.

He deals, therefore—at least he did the night I heard him—wholly with essential truths. He was untheological. There was scarcely anything he said that night which might not have been welcomed by either a Roman Catholic or a Protestant, a Jew or a Christian. It is true that a Jew could not have spoken as he spoke, because his whole speech was pervaded by a faith in Jesus Christ as a living, present, personal, intimate friend. But he did not argue for this faith nor define it, nor even state it. He employed it without defining it, and his appeal was forceful to those who believed in Christlikeness of character whether or not they believed in the historical Christ as the supreme manifestation of that character. So he did not argue the reality or the efficacy of prayer, but his prayer itself, as the naïve expression of his own experience, could hardly fail to wake up in any sympathetic hearer the desire for a companionship with Christ like that of Mr. Sunday. The Church has too long treated Christianity as one religion among many religions, to accept which one must accept its philosophies and its definitions. Mr. Sunday that night presented it as a life of heroic service which one could accept only by resolving to live it.

This twofold quality in Mr. Sunday's preaching, its direct

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

spirituality and its intense vitality, necessarily carries with it a third characteristic: it is immediately and directly practical. Mr. Sunday's message that night was a trumpet call to action. I see occasionally the phrase "applied Christianity." I should say that Mr. Sunday knows no other than an applied Christianity. His address was pervaded by faith in God and in immortality, and more than once he said that God would call men to an account for the way in which they lived and would send to hell those who lived evil lives. But his whole sermon had to do with this life. It called men, not to a new belief as a doorway to a future heaven, but to a new spirit impelling to and guiding in a life of righteousness here and now. It is not right to judge of a minister by one sermon, but that night Mr. Sunday preached an applied Christianity, a present-day religion.

He who condemns Mr. Sunday as a mountebank does not know the spirit or the work of the man whom he condemns. He who thinks that Mr. Sunday attracts great crowds by his slang, his irreverence, and the vehemence of his gesticulations, and who attempts to employ the same methods, hoping for the same results, blunders egregiously. But all ministers and the whole American Church might well study the spirit of Mr. Sunday's work in order to find in his ministry these three elements of power: in order to learn how to make the direct awakening appeal to the spiritual nature of man, how to equip themselves for that appeal by a vital conviction of the essential truths of the spiritual life, and how to apply those truths to the daily business and social life of the American people.

"The old religion is good enough for me:" I can join heartily with Mr. Sunday's congregation in singing that hymn. The old *religion* is good enough for me, though the old *theology* is not. The difference I have often stated thus:

Religion is the life of God in the soul of man.

Theology is what men have thought about that life.

From some things which Mr. Sunday apparently thinks about religion I radically dissent. But he seems to me to possess the life of God in his own soul and a remarkable power to inspire that life in the souls of others. And that has been in all ages the secret of the prophet's power. LYMAN ABBOTT.

A FORMAL ADDRESS OF A FRIEND OF THE FAMILY TO A YOUNG LADY WHO IS PROUD OF HER FATHER

You are seven years old. At seven you know many things that most grown-ups have forgotten—things which you of all children will perhaps remember the longest.

You are seven years old. At seven there are still some things for you to learn—things which not many grown-ups have even begun to realize, and which you of all children may be destined to know best.

You know that love is the real ruler of life; for you have been brought up to your present advanced age in a home where love is very wise. Yet you do not know the cost of love, for that proud burden would tumble off your small shoulders even should any one succeed in poising it there for the flash of a sunbeam.

You know without being told what "character" means. You could not define it, you could not discuss it, you could not tell how it came to be born. Neither could many grown-ups with all their dictionaries, philosophies, and story books to draw from for ready-made opinions. Yet you know character, and you turn to it when it crosses your path with a directness that shames the boasts of those who call themselves students of life.

Now because you do know love and because you do know character, and because you do not know what love costs and what makes character, you are in danger, in very grave danger, young lady, of falling into a most serious error.

If self-preservation is the first law of nature, the preservation of the pedagogic instinct among grown-ups is the second, and therefore you must submit patiently to this explanation. Listening to explanations is the paramount duty of childhood.

Last week—no, the week before last—you announced that you were very proud of your father, and when you were asked if you were not proud of your mother too, you answered: "Yes, I am proud of mother because father married her."

Hoity-toity, young lady! What an upsetting of all reason!

Your father is indeed a most estimable person. Your father may well be called a leader of men. Your father's name is often in the papers. He not only writes, he is written about.

Your mother is also a most estimable person. You will admit yourself that she may well be called at least a leader of children. Her name is never in the papers. She never writes, but every line your father prints or dreams of printing is written by her, or of her, or for her, or to her.

When you see your father's name on the back of a mysterious book, do not deceive yourself into thinking that he wrote it. When you see his name in the newspapers, do not think that such awe-inspiring recognition belongs to him alone. When he talks to you of fairyland, do not think that he ever found his way into that country by himself.

When you are older (and therefore younger than you are now), you will learn that this world, which you have found a world of fairies, fathers, mothers, and sunlight, is a garden of endeavor where no one ever works singly, where no gardener, lover, or writer can say, "This is my work and mine alone." It is a garden where all labor has an equal dignity, even though it is a garden where the seed time is often forgotten and only the harvest remembered.

When you are older, you will find that the love you accept so easily was born only through sacrifice and unselfishness; and that the character which you trust is not a miraculous mountain that rose in a dream, but a building upon which many hands have labored long days and nights.

And the particular building which is the character and success of your father owes more than you will ever know to the two hands which, according to your present philosophy, deserve only vicarious commendation.

Good-night, young lady.

Heaven help us, she is sound asleep!

ORGANIZING FOR CONSCRIPTION

At the request of the War Department, we gladly publish the following résumé of the plan by which the military census of the country will be taken. The introductory paragraphs are also from a statement prepared by the War Department.—THE EDITORS.

THE Power against which we are arrayed has sought to impose its will upon the world by force.

To this end it has increased armament until it has changed the face of war.

In the sense in which we have been wont to think of armies there are no armies in this struggle. There are only whole nations armed. Thus the men beneath the battle flags are no less a part of the army that is France than the men who remain to till the soil and man the factories. It must be so with us. It is, then, not an army that we must shape and train for war; it is a Nation.

To this end our people must draw close in one compact front against a common foe. But this cannot be if each pursues a private purpose. All must pursue one purpose. The Nation needs all men, but needs each man, not in the field that will most pleasure him, but in the endeavor that will best serve the common good. Thus, though a sharpshooter pleases to operate a trip-hammer for the forging of great guns and an expert machinist desires to march with the flag, the Nation is being served only when the sharpshooter marches and the machinist remains at his levers. In brief, the whole Nation must be a team in which each man shall play the part for which he is best fitted.

To this end Congress has provided that this Nation be organ-

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

ized for war by selection, and that each man be classified in that place where it shall best serve the general good to call him.

THE WAR DEPARTMENT'S PLAN FOR A MILITARY CENSUS

There was a time in the country's history when military enumerators, backed by bayonets, went out among the people to take a compulsory service census. To-day, under the principle of universal liability to service, the execution of the law is put into the hands of the people.

The approval of the new National Army Bill and the President's proclamation thereunder will be coincident. All persons within the age limits prescribed will be required to present themselves for registration at the customary voting places in the voting precincts in which they have their permanent homes on a day which the President will announce. The probability is that from ten to fifteen days will elapse between approval of the bill and registration day.

The Governor of each State will be the chief of registration therein. The machinery of registration in each county is to be in charge of the sheriff, the county clerk, and the county physician, acting *ex officio*, unless a different board shall be announced by the Governor. In cities containing populations of more than thirty thousand the registration will be under the control of the mayor and selected boards of registration. In order that the designated county and city officials and the people generally can get a clear understanding of the census methods, the following brief outline is given:

The sheriffs or other designated officials, immediately upon receiving notice from the Governor, shall appoint registrars for each voting precinct.

THE APPORTIONMENT OF REGISTRARS

The proportion of registrars shall be one for each one hundred and seventy persons to be registered. Each age to be registered will comprise about one per cent of the population. If, for instance, all men between nineteen and twenty-five years of age, inclusive, are to be registered, the registrar would have to enroll about seven per cent of the precinct population.

It is desirable to accept the services of competent volunteer registrars to serve without compensation. All registrars must be sworn.

The voting place in each precinct must be prepared for registration. Full printed instructions covering every detail of registration will be in the hands of sheriffs and mayors on the fifth day after the President's proclamation.

IN CITIES OF OVER THIRTY THOUSAND POPULATION

The mayor of a city containing more than thirty thousand inhabitants, or the officials designated by the Governor therein, shall, with approval of the Governor, appoint for each ward or convenient minor subdivision containing about thirty thousand people one registration board, and shall designate one officer of each board to perform duties similar to those imposed on the sheriff, as heretofore outlined. If the mayor desires, he may appoint a central board to co-ordinate the work of minor boards.

DUTIES OF COUNTY CLERKS, AND OF CLERKS OF CITIES OF OVER THIRTY THOUSAND PEOPLE

On the fifth day after the President has issued his proclamation clerks of counties and cities of over thirty thousand must secure a supply of blanks and copies of the registration regulations from the sheriff or from the mayor. Absentees and the sick will apply to such clerks to have their registration cards filled out. In no case shall such persons be given registration certificates. They are to be instructed by the clerk that the burden is on them to see to it that the cards reach the registrars of their home precincts by registration day.

ABSENTEES AND THE SICK

Persons absent from their home counties may be registered by mail. If so absent, a man should go to the clerk of the county where he may be staying on the sixth day after the date of the President's proclamation. If he is in a city of over thirty thousand population, the city clerk is the official to whom to apply. The absentee will be told how to register, but he must mail his card in time to reach his precinct by registration day.

Persons too sick to present themselves for registration must send a competent person to the county or city clerk on the sixth day after the issuing of the proclamation. The clerk will give instructions for registration.

COLLEGES, UNIVERSITIES, HOMES, AND OTHER INSTITUTIONS

Officials of educational, charitable, and other institutions should apply for instructions to the county or city clerk on the sixth day after the date of the proclamation as to a convenient method of registration.

The wardens of jails, penitentiaries, and reformatories should apply to the county or city clerk for instructions on the sixth day.

Five days after the date of the President's proclamation complete regulations will be in the hands of all sheriffs and of the officials of cities of over thirty thousand population.

The President is authorized to call upon all public officers to assist in the execution of the law. The plan is, however, to rely on the people for the proper execution of the law. It is expected that patriotic citizens will offer their services free as registrars. Such services will be gratefully acknowledged. Volunteers for this service should communicate immediately with the proper official.

ENGLISH RAILWAYS UNDER WAR CONDITIONS

SPECIAL CORRESPONDENCE

To the visitor in England at the outbreak of the war the sudden and efficient taking of the railways under control by the Government was astonishing—that is, if he knew anything about it. To most visitors it occurred unnoticed, unknown, so smoothly did this almost Socialistic operation work. In fact, Englishmen themselves knew nothing, or almost nothing, of it at the time. In the following account of what the British Government did and is doing with the railways there is suggestion for the United States.

Our correspondent, Mr. Acworth, appeared for many years in railway investigations before Parliamentary committees, and also before the Railway Commission; has given evidence to the House of Commons in England on American railway law and practice, and in America before a Senate committee and the Hadley Commission on English railway cars and practice. He was a member of the Royal Commission on Accidents to Railway Servants in 1899, and of the Commission on Irish Railways, 1906; also of Government Committees on Light Railways, 1894, and on Accounts and Statistics, 1906; member of the Royal Commission of Enquiry into Railways and Transportation in Canada, which has just made its report; designated Commissioner to inquire into railway matters in Rhodesia. He was a delegate of the British Government to the International Railway Congress at Washington in 1905, and at Berne in 1910. He is the author of "The Railways of England," "The Railways and the Trader," "Elements of Railway Economics," and of many articles on railway matters in the London "Times," the "Quarterly," the "Edinburgh Review," the "Nineteenth Century," the "Economist," and other journals and newspapers; is a director of the Underground Company of London, which controls the bulk of the transportation facilities, electric railways, street railways, and omnibuses in and around London.—THE EDITORS.

ENGLAND is an island. But only twenty miles of sea separate it from the Continent of Europe. In the year 1870 war broke out at a few days' notice between France and Prussia, and within six weeks the Germans were in front of Paris. England took alarm. It was not possible that a great army could invade England. Our fleet could take care of that. But it was possible that a few score thousand men might evade the fleet and effect a landing in England. And one provision against this possibility was at once made. An Act of Parliament passed in 1871 gave the Government power to take over

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

by royal proclamation all or any of the railways of the United Kingdom in time of war.

Some forty years later, when the constant shaking of the Prussian mailed fist and the constant rattling of the Prussian saber were alarming all Europe, matters were carried further. A committee of some twelve general managers of the principal railways was formed (the English general manager corresponds to the American president), and detailed schemes of railway mobilization were drawn up.

The general manager of a railway of which I am a director, which, though small, is not unimportant, as it runs through one of the great training-grounds of the British army, told me that he received the original scheme some four years before the war. It was a sealed packet, and he was instructed to place it unopened in his safe. In the course of the next year or two he received several supplements, to be placed beside the original. Finally, in 1912 he received a complete new scheme, and was told to destroy all the former papers unopened.

On August 4, 1914, England declared war on Germany. The same day the railways were taken over by the Government, and the mobilization scheme came into operation. The general manager opened his packet and read his instructions. Within a week he despatched ninety military trains. Each train ran to its fixed schedule. Each train was made up of the precise equipment assigned to it. And each carried precisely the troops which the scheme had laid down for it.

Within some ten days of the declaration of war the whole of the first line British army, about one hundred and twenty thousand men, was landed in France. The main point of embarkation was the port of Southampton, which was closed to all except military traffic. Eighty trains each day, coming from all parts of the British Isles, and bringing many thousands of men who had already crossed the sea from Ireland, converged upon Southampton. They were scheduled to arrive at intervals of twelve minutes during the sixteen hours from dawn till dark. A special instruction provided that if any train was as much as twelve minutes late it was to be regarded as having missed its turn. It was to be side-tracked at any convenient spot, and the transport was to leave without waiting for it. The instruction was not necessary. No single train during the whole embarkation period failed to fall into and keep its appointed place in the procession.

The railways have been taken over by the Government, but the management has been left undisturbed in the hands of the old men. There is nothing by which a shipper or a passenger can recognize that any change has taken place. Each general manager with his own old staff manages his railway as before. But there is for the first time an authority behind him. The informal committee of general managers that existed before the war was at the outset given full powers as the Railway Executive Committee. And it exercises supreme control. Its nominal chairman is a Cabinet Minister. But the deputy chairman, the real head of the organization, is one of the general managers. The Executive Committee is in almost constant session, and its task is to insure that all the railways of the country work together as one harmonious whole.

The task is not light. Not only have troops had to be moved to the ports by the million, guns by tens of thousands, and military stores in millions of tons, but when every factory in the country is impressed into military work the amount of traffic back and forth within the country itself is enormous. Steel is cast in one place, and made into shell in another; the fuses come from a third district, and the explosives from a fourth; the boxes and baskets to hold the shells have to be brought from a fifth; the filling is done in a sixth place, before finally the finished shell can be delivered at the port of shipment. And similarly with all the other necessaries of the armies and the fleets.

And this is not all. Railways, like any other business concern, as they grow up develop an organization to meet the requirements of their normal business. And the requirements in England nowadays are wholly abnormal. Imagine a camp of twenty or thirty thousand men, with all their multifarious needs in food and supplies, plumped down alongside of a petty way station, whose accommodation was meant to suffice for a score of passengers a day and three or four freight cars. Imagine half a dozen important ports taken up wholly by naval needs and the whole of their normal traffic diverted to an adjoining port, or, it may be, to a port on the opposite coast of the island. Again, traffic has been thrown upon the roads that they never handled before. The collieries before the war imported pit-props by the millions of feet from the Baltic through ports close at hand. That traffic has been stopped, and pit-props have to be carried long distances by rail from remote parts of Great Britain.

Nor are these the only difficulties against which the railways have to contend. With more traffic than ever to handle, there are fewer men to handle it. One man out of every five—and they not the least active and efficient—has gone to fight. Shops that should be building new engines and overhauling old ones are given up to making shells or building airplanes or motor lorries. Steel that should be rolled into new rails has been commandeered for ship plates and guns and shells. But somehow the railways have pulled through. The employees who are left, feeling that their services are essential to the state, have worked their best and hardest with conspicuous loyalty. Women, as porters, carriage-cleaners, ticket collectors, and in various other capacities, are lending a willing hand. Military traffic of course comes first. And if freight is delayed and passenger trains are overcrowded and behind time, nobody grumbles. And indeed there is not much excuse for grumbling. So far freight rates have been left unaltered, but passenger fares have practically been doubled. Before the war the normal fare was two cents a mile. But there were so many concessions from the normal fare in the shape of commuters' tickets, workmen's tickets, week-end tickets, excursion tickets, etc., that it was estimated that the average passenger did not pay more than twelve mills per mile. Early in the war all cheap fares except commuters' and workmen's tickets were cut off, and a few months ago the ordinary fares were increased fifty per cent. So the ordinary passenger now pays three cents. The increase was put on quite as much to reduce travel as to obtain revenue. Gradually the passenger service has been very greatly reduced; the express trains stop at more stations and take longer on their journey. Dining cars and sleepers have been almost entirely cut off.

Under the Act of Parliament of 1871 the compensation to be paid by the Government to the proprietors of a railway taken over was to be fixed by arbitration in default of agreement. But when all the railways were taken over for an indefinite time it was felt that this would not be fair to the hundreds of thousands of stock and bond holders. Accordingly an agreement was at once made that all Government traffic should be carried free and no account rendered; that the Government should take all receipts from ordinary traffic, pay all operating expenses, and guarantee to the proprietors of the railway the same net revenue as they had earned in 1913, the last complete year before the war. And, subject to minor adjustments, this agreement has been adhered to ever since. If, after the working expenses and the guaranteed net revenues of all the railways have been met, there is a surplus, the Government takes it. If there is a deficit, the Government finds the money to meet it. The actual result has varied at different periods. Three separate all-round increases of $1.25 a week in the wages of the employees, the last of which has only just taken effect, have added largely to operating expenses. But as a whole the arrangement has been satisfactory to the parties. The shareholders as a body feel that they have been fairly treated, for though, doubtless, in some companies they would have done much better had they been paid by results, in others, where old pleasure traffic was killed and no new traffic took its place, they would have done much worse. And the Government, whose vast military traffic is carried for nothing, has probably paid less than it would have done had each soldier and each ton of stores been charged for according to the regular military tariff.

I have laid stress on the fact that the railway officials manage their own lines exactly as before. But naturally the relation between the War Office and the railways is close and constant. And from the Director-General of Military Transport at headquarters, through the colonel in charge at the divisional command, down to the subaltern transport officer at the local entraining station, there is a whole hierarchy of military officers whose

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

business it is to interpret the military needs to the railway officials and the railway possibilities to the military authorities. The point is that it is for the soldiers to say what they want done, for the railway officials to decide how to do it, or, it may be, to explain why it cannot be done and to suggest a revision or modification of the order. On the whole, the system works excellently. An irate colonel who was so dissatisfied with the accommodation provided for his favorite charger that he was left expostulating on the platform alongside his horse while the train and the regiment went on without him was a fortunately rare exception.

Of course, Great Britain, with twelve per cent of its total population under arms, and with almost as many more engaged in the manufacture of military supplies, is in the war deeper than the United States is ever likely to be. But if the experience of the United Kingdom has any lessons for the people of the United States, they would seem to be twofold: (1) Even if the Government should think fit to take over the railways, it should leave the management and operation wholly in the hands of the old staff; and (2) if it does take them over, or if, without taking them over, it so far interferes with the normal traffic as to upset the customary balance between income and expenditure, it should at once come to a fair agreement with the proprietors, securing the result that they receive the normal return of income from their property, and not wait for subsequent discussion and possible litigation, with heated charges of blackmail on the one hand and confiscation on the other.

W. M. Acworth.

MAKING CULTURE DEMOCRATIC

SPECIAL CORRESPONDENCE BY FREDERICK M. DAVENPORT

This is the second of a series of three articles based on recent travel and study of educational development.—The Editors.

I REMEMBER that the great French naturalist Fabre once joined the front end of a file of procession caterpillars to the hind end, and the caterpillars went on "circling round and round the stone curb of a big vase in the garden day after day for a week." The caterpillar quality of the human mind dies hard. The chain of habit is frequently broken only by a severe wrench.

The idea of "culture" in education is just now suffering a wrench. It is not the first time. The mediævalists regarded formal logic as the chief means of culture, just as the earlier sophists had regarded rhetoric as the chief end of man. The Renaissance and the Reformation rejected both notions in favor of Latin and Greek training because the classics at least disclosed the light that shone in Greece and Rome before the darkness of the Middle Ages fell upon the human spirit.

But Latin and Greek culture no longer furnish more than a fragment of the experiences out of which the modern child must build his world. The wealth of science, of history, of art, of world literature, of music, of industry, of political and social experience and advance, all now contribute to the knowledge and the dynamic energy of a worthy life. These subjects now attract the skill of teachers quite the equals in talent and inspiration of the classical masters of old. They are subjects which quicken and broaden and deepen life. At least an intelligent acquaintance with them has become indispensable to that refinement and enlightenment of the human spirit which go by the name of culture. And they have the merit of furnishing a background of efficient preparation for the complex experiences of the modern world. But the great body of the youth of the United States have little or no acquaintance with these great helps to the energizing and ennobling of manhood and womanhood.

Two-thirds of the youth of the United States leave school at fourteen never to return, with a more or less imperfect training in a few elementary tools of knowledge and experience, but never having even preliminarily explored the vast areas of refinement and enlightenment which lie on every hand. They have been drilled in memory studies, but they are fortunate if their sense experiences, through which comes so vital a part of knowledge, have not been permanently deadened. Children in the rural districts are less harmed, because the power of observation through the training of the eye, the ear, the taste, the smell, the touch, may be partially cultivated by rural children outside the school-room. But under the existing educational methods in most parts of the United States the children in the cities are in danger of losing touch with much of the world of real things. The city boy has little opportunity to look in upon a blacksmith at his forge or the harness-maker at his bench, or to range the fields and woods with his senses keyed to the realities of the natural world.

But the chief defect of the educational system of the United States is its failure to produce democratic efficiency. At a vast expense a comparatively small percentage of the youth of the country are led within the range of the culture of the higher schools and universities. The professional classes, the doctors, the lawyers, the ministers, the engineers, are expertly trained for practical livelihood and service. But the great body of democracy leaves the schools at fourteen, half baked, half trained, half disciplined, unfitted for livelihood or practical citizenship in the country. What they shall do to help in the support of themselves or their families is a matter of blind chance, and many thousands of them drift into occupations which become blind alleys out of which they never emerge. And the country is weighted with a larger and larger number of vocational misfits who never know the meaning of a comfortable and happy life, and who become propagating centers of the wrong kind of National discontent and unrest. And the practical efficiency of the country in the production, not only of goods, but of patriotism and the joy of living, is thereby immeasurably reduced.

The way out into democratic efficiency and freedom and practical culture is being blazed by many American pioneers. Explorers in the psychology of education have already discredited the old doctrine of formal discipline which Mr. Dooley has described in such luminous terms: "It makes no difference what you study so long as you hate it." There are some things that boys and girls must study whether they are distasteful or not, if they are subjects absolutely necessary to meet the experiences of life. Such are spelling and reading and figuring. But there are not many such subjects. And the will to do well to the limit of one's capacity is only weakened, not strengthened, by loading the curriculum with formal and mechanical material and method which weigh upon the spirit of the child and only stimulate the economic impulse of the family to get the child out of school so early that he is fitted neither for the worker nor the citizen. Here the grammar and drill of the classics are ancient offenders, also much merely artificial mathematics. But worst of all is the conventional memory method of instruction, by which the pupil learns by rote and recites what he learns back to the teacher. There are some things the child must memorize, whether it is a happy task or not. But the things he remembers longest are those which eagerly interest him and which energize his native power of retentiveness.

The modern laboratory experiments in the psychology of education seem to have broken the whole grindstone theory of human training, which is that the intellect may be sharpened by formal and mechanical discipline and that the keen edge will carry over into the real experiences of life. It seems to be more than doubtful whether serious attention to Greek particles carries over into ingenuity in driving submarines out of the war zone. There seems to be no evidence that improvement in one specific direction carries over into another. Grave heed to a poker game does not necessarily function in joyous concentration upon the Twenty-third Psalm. The best we can do with the

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

mind of the child seems to be to energize it with methods and material of highest human and practical interest. It is the first purpose of education in a democracy to set minds free.

And a related purpose of education in a democracy is to fit the child to pull happily his own load in the world, and to co-operate worthily in the service of the community. This means holding the children of the American democracy in school until at least the eighteenth year, instead of the fifteenth, as now—not by the compulsion of law, but by the compulsion of human interest in what is taught and how it is taught from the earliest school-days. Here Montessori and Wirt are experimental pioneers. There is no fatigue in the daily training of the small boy or girl; only the normal unfolding of human interest. Change is rest and tonic to the mind, and play and work go hand in hand in Gary land. There one is always doing something that is worth doing, training the intellect with the least resistance and with the maximum of eager resilience to interpret the outer world of facts which reach the mind through the eye, the ear, and the hand. We can understand the indignation of the little fellow recently moved to Gary who liked the Wirt schools, he said, because he could work where he pleased and do as he pleased during the day. After he had been at it a few months he came down stairs in his home one Thanksgiving morning with his cap on. And his father said, "Why, this is Thanksgiving Day. You cannot go to school to-day." And the little fellow was thundering mad. He said, "What kind of a place is this where they won't let you go to school on Thanksgiving Day?"

But the new liberal education aims to do more than this. It aims to carry down into the elementary grades, and particularly into the ages from twelve to fifteen within the intermediate high school, simple and important beginnings in that culture of science, of history, of art, of industry, of political and social experience, which helps to make the mind of man free and useful in the modern world, a culture heretofore too narrowly reserved for the favored few in the higher schools and colleges and universities.

The new liberal education aims also to give boys and girls even in the elementary grades, and especially from twelve to fifteen, practical prevocational hints and vision of the great workaday world into which most of them are so soon to plunge. The record shows that many elementary schools in the country are already providing simple practical training in clay, printing, gardening, sewing, cooking, wood, iron, and some in shoe repairing, electricity, cement, and bookbinding. Not to materialize boys and girls—the curriculum will be shot through with the elements of an inspirational culture. Not to fit them and fix them in a trade or profession—it is too early to determine that. But to prepare their minds by preliminary exploration of the various avenues of work and service. Vocation is not another name for industrial materialism. Vocation is calling. It is the direction in which the boy or girl is drawn by his own enlightened nature into the work and service of the national life. But of course it is true that a very great majority of trained youth are needed in economic callings for the sake of the permanence and security of the national life.

But training for a calling is much more than training for an occupation. Vocational training would not be worth while unless it were also training for the social and moral duties of citizenship. And the men who are advocating the new education in America are urging it as a preparation not of subject and servile workers for factory and farm, but as the preparation of expert and self-governing freemen for the responsibilities of the National community. And the commission of the National Educational Association for the reorganization of secondary education is in nothing more eager than in its plans for a genuine Americanization of the school system of the country.

To help twenty million school-children in America to realize the significance of community welfare, to teach them how to make the agencies work which have been invented to secure community welfare, to respond by action to the obligations of citizenship—this is a prime function of education in a democracy. Experiments in this field are going on all over the Nation. In Somerville, Massachusetts, some time after the principles of the new civic learning had been put into operation in the high school, committees of boys and girls, after organizing and setting their own school city in order, courteously called several times upon the authorities of Somerville for action in certain improvements about their school grounds. The action, at first, was slow in coming. But the civics classes persisted, and eventually a spirit of real co-operation grew up between the city authorities and the civics classes. One day, in front of the fireplace of one of the political clubs, where political leaders of Somerville are wont to congregate, one man said to another, "What is the preferential ballot?" And the other man said, "What are you asking me that for?" And the first man said, "My girl came home from the high school to-day and asked me that, and I couldn't tell her." And the second man said, "That is just what my boy asked me, and I didn't know either." And a very prominent leader who sat near by and had been listening suddenly turned to them both and said, "Do you know what all this new civics stuff means in the high schools of Somerville?" And they said they didn't know. And the prominent leader said, "It means that if these young people put into action the intelligence they are now showing about city affairs, this will be a better city to live in ten years from now." Encroachments upon civic freedom and welfare will melt away in the white light and heat of practical concrete Americanization. When the minds of twenty million boys and girls are directed upon the smoke nuisance in the cities, the suppression of useless noises, the elimination of unnecessary dust, the franchises of the municipality, upon unemployment, strikes, and lockouts, housing, and industrial safety; in the rural regions upon good roads and public markets and transportation and how to be happy though a farmer—things will happen fast in the civic evolution of America.

How to make practical experts in the humblest as well as in the highest ranges of effort, and yet to make citizens refined, moral, and free—that is the problem of education in a democracy. And the future of the American democracy is wrapped up with the solution of it. It is far more difficult than the problem of an efficient Germany. Germany has only to feed human material, already pretty well stratified by social heredity, into the standard groovings of a well-organized occupational machine. How to combine efficiency with liberty—that is the problem of education as well as of government in America; how to stratify and train boys and girls, not according to caste or social heredity, but according to the natural calling of their own minds when the world opens before them. Not by forcing boys and girls into the machinery of materialism, but by vocational guidance and counsel under the direction of expert American teachers of devoted missionary spirit—this is the new way of advance for real education in a democracy.

If boys and girls are well handled to the end of the compulsory age, about fifteen, many of them will go into the great vocational high schools which are now springing up all over the United States; some of them into the schools preparing directly for the colleges and universities; but most of them by far at fifteen will begin to earn their daily bread. Here commences the pull of that great National and State movement of grants in aid which slowly is in process of building up inside the country the genuine vocational schools, to which boys and girls from fifteen to eighteen years of age go part of their time, and part of their time to employment in bank or factory or on the farm. In this proposed vast extension of vocational training the Government of the United States has already recognized the necessity that it should do its share. The expense of training teachers is great, the equipment imposes a large financial burden, and the need for the masses is a National need.

Of course there is no such thing as mental or economic equality, and there never will be in this world. No government and no system of education can obtain for twenty million boys and girls a college or university training, although the way should be kept open to those who sooner or later come to desire it, and the effect of the better and broader training below will be to make a larger and larger number come to desire it. But democracy at least can obtain equality of opportunity for the development of the human body and mind. And democracy can lay early the educational foundations for life, liberty, and the pursuit of comfort and happiness. Democracy must emphasize practical efficiency or perish. But culture and practical efficiency are complements of each other, and there is no need that the one should exclude the other.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

WAR-SHIPS IN THE MAKING

BY JEFFERY FARNOL

AUTHOR OF "THE BROAD HIGHWAY," "THE AMATEUR GENTLEMAN," ETC.

Mr. Farnol's "On the British Battle Line of Industry" appeared in The Outlook for last week.—THE EDITORS.

"Build me straight, O worthy Master!
Stanch and strong, a goodly vessel,
That shall laugh at all disaster
And with wave and whirlwind wrestle!"—*Longfellow.*

HE was an old man with that indefinable courtliness of bearing that is of a past generation; tall and spare he was, his white head bowed a little by weight of years; but almost with my first glance I seemed to recognize him instinctively for that worthy Master Builder of goodly vessels stanch and strong. So the Master Builder I will call him.

He stood beside me at the window with one in the uniform of a naval captain, and we looked, all three of us, at that which few might behold unmoved.

"She's a beauty," said the captain; "she's all speed and grace from cutwater to sternpost."

"I've been building ships for sixty-odd years, and we never launched a better," said the Master Builder.

As for me, I was dumb.

She lay within a stone's throw, a mighty vessel, huge of beam and length, her superstructure towering proudly aloft, her massive armored sides sweeping up in noble curves, a superdreadnought complete from trucks to keelson. Yacht-like she sat the water, all buoyant grace from lofty prow to tapering counter, and to me there was something sublime in the grim and latent power, the strength and beauty of her.

"But she's not so very big, is she?" inquired a voice behind us.

The captain stared; the Master Builder smiled.

"Fairly," he nodded. "Why do you ask?"

"Well, I usually reckon the size of a ship from the number of her funnels, and—"

"Ha!" exclaimed the captain, explosively.

"Humph!" said the Master Builder, gently; "after luncheon you shall measure her, if you like, but now, I think, we will go and eat."

During a most excellent luncheon the talk ranged from ships and books and guns to submarines and seaplanes, with stories of battle and sudden death, tales of risk and hardship, of noble courage and heroic deeds, so that I almost forgot to eat and was sorry when at last we rose from table.

Once outside, I had the good fortune to find myself between the captain and the venerable figure of the Master Builder, in whose company I spent a never-to-be-forgotten afternoon. With them I stood alongside this noble ship, which, seen thus near, seemed mightier than ever.

"Will she be fast?" I inquired.

"Very fast for a dreadnought," said the captain.

"And at top speed she'll show no bow-wave to speak of," added the veteran. "See how fine her lines are fore and aft!"

"And her gun power will be enormous," said the captain.

Hard by I espied a solitary being who stood, chin in hand, lost in contemplation of this large vessel.

"Funnels or not, she's bigger than you thought?" I inquired of him.

He glanced at me, shook his head, sighed, and took himself by the chin again.

"Holy smoke!" said he.

"And you have been building ships for sixty years?" I asked of the venerable figure beside me.

"And more," he answered. "And my father built ships hereabouts so long ago as 1820, and his grandfather before him."

"Back to the times of Nelson and Rodney and Anson," said I; "great seamen all, who fought great ships! What would they think of this one, I wonder?"

"That she was a worthy successor," replied the Master Builder, letting his eyes, so old and wise in ships, wander up and over the mighty fabric before us. "Yes," he nodded, decisively, "she's worthy—like the men who will fight her one of these days."

"But our enemies and some of our friends rather thought we had degenerated these latter days," I suggested.

"Ah, well," said he, very quietly, "they know better now, don't you think?"

"Yes," said I; and again, "Yes."

"Slow starters always," continued he, musingly; "but the nation that can match us in staying power has yet to be born."

So, walking between these two, I listened and looked and asked questions; and of what I heard and of what I saw I could write much; but for the censor I might tell of armor-belts of enormous thickness, of guns of stupendous caliber, of new methods of defense against sneaking submarine and torpedo attack, and of devices new and strange; but of these I may neither write nor speak because of the aforesaid censor. Suffice it that as the sun sank we came, all three, to a jetty whereto a steamboat lay moored, on whose limited deck were numerous figures, divers of whom beckoned me on.

So with hearty farewells I stepped aboard the steamboat, whereupon she snorted and fell suddenly aquiver as she nosed out into the broad stream while I stood to wave my hat in farewell.

Side by side they stood, the captain tall and broad and sailor-like in his blue and gold—a man of action, bold of eye, hearty of voice, free of gesture; the other, his silver hair agleam in the setting sun, a man wise with years, gentle, and calm-eyed, my Master Builder. Thus as the distance lengthened I stood watching, until presently they turned side by side and so were gone.

Slowly we steamed down the river, a drab, unlovely waterway, but a wonderful river none the less, whose banks teem with workers where ships are building; ships by the mile, by the league, ships of all shapes and of all sizes, ships of all sorts and for many different purposes. Here are great cargo boats growing hour by hour with liners great and small; here I saw mile on mile of battle-ships, cruisers, destroyers, and submarines of strange design, with torpedo-boats of uncanny shape, tramp steamers, wind-jammers, squat colliers, and squatter tugs—these last surely the ugliest craft that ever wallowed in water. Mine-layers were here with mine-sweepers and hospital ships—a heterogeneous collection of well-nigh every kind of ship that floats.

Some lay finished and ready for launching; others, just begun, were only a sketch, a hint of what soon would be a ship.

On our right were ships, on our left were ships and more ships, a long perspective—ships by the million tons, until my eyes grew aweary of ships and I went below.

Truly a wonderful river this, surely in its way the most wonderful river eyes may see; a sight I shall never forget, a sight I shall always associate with the stalwart figure of the captain and the white hair and venerable form of the Master Builder as they stood side by side to wave adieu.

Beneath the shadow of a mighty bridge I stepped into a very smart launch manned by sailors in overalls somewhat grimy, and, rising and falling to the surge of the broad river, we held away for a destroyer that lay gray and phantom-like, low, rakish, and with speed in every line of her. As we drew near, her narrow deck looked to my untutored eye a confused litter of guns, torpedo-tubes, guy-ropes, cables, and windlasses. Howbeit, I clambered aboard, and, ducking under a guy-rope and avoiding sundry other obstructions, shook hands with her commander, young, clear-eyed, and cheery of mien, who presently led me past a stumpy smokestack and up a perpendicular ladder to the bridge, where, beneath a somewhat flimsy-looking structure, was the wheel, brass-bound and highly bepolished, like all

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

else about this crowded craft, as notably the binnacle and certain brass-bound dials, on the faces whereof one might read such words as Ahead, Astern, Fast, Slow, etc. Forward of this was a platform, none too roomy, where was a gun most carefully wrapped and swaddled in divers cloths, tarpaulins, etc.—wrapped up with as much tender care as if it had been a baby, and delicate at that. But, as the commander casually informed me, they had been out patrolling all night and "it had blown a little"—wherefore I surmised the cloths and tarpaulins aforesaid.

"I should think," I ventured, observing her sharp lines and slender build, "I should think she would roll rather frightfully when it does blow a little."

"Well, she does a bit," he admitted, "but not so much. Starboard!" said he over his shoulder to the bearded mariner at the wheel. "Take us round by the Tiger."

"Aye, aye, sir," retorted the bearded one as we began to slide through the water.

"Yes, she's apt to roll a bit perhaps, but she's not so bad," he continued. "Besides, you get used to it."

Here he fell to scanning the haze ahead through a pair of binoculars, a haze through which, as we gathered speed, ghostly shapes began to loom, portentous shapes that grew and grew upon the sight—turret, superstructure, and embattled mast. Here a mighty battle-cruiser, yonder a super-destroyer, one after another, quiet-seeming on this autumn morning, and yet whose grim hulks held latent potentialities of destruction and death, as many of them have proved but lately.

As we passed these silent monstrous shapes the commander named them in turn, names which had been flashed round the earth not so long ago, names which shall yet figure in the histories to come with Grenville's Revenge, Drake's Golden Hind, Blake's Triumph, Anson's Centurion, Nelson's Victory, and a score of other deathless names—glorious names that make one proud to be of the race that manned and fought them.

Peacefully they rode at their moorings, the water lapping gently at their steel sides, but, as we steamed past, on more than one of them, and especially the grim Tiger, I saw the marks of the Jutland battle in dinted plate, scarred funnel, and superstructure, taken when for hours on end the dauntless six withstood the might of the German fleet.

So, as we advanced past these battle-scarred ships, I felt a sense of awe, that indefinable uplift of soul one is conscious of when treading with soft and reverent foot the dim aisles of some cathedral hallowed by time and the dust of our noble dead.

"This afternoon," said the commander, offering me his cigarette case, "they're going to show you over the Warspite—the German navy have sunk her so repeatedly, you know. There," he continued, nodding towards a fleet of squat-looking vessels with stumpy masts, "those are the auxiliaries—coal and oil and that sort of thing—ugly beggars, but useful. How about a whisky and soda?"

Following him down the perpendicular ladder, he brought me aft to a hole in the deck, a small hole, a round hole, into which he proceeded to insert himself, first his long legs, then his broad shoulders—evidently by an artifice learned through much practice. Finally his jauntily capped head vanished, and thereafter from the deeps below his cheery voice reached me.

I descended into a narrow chamber divided by a longish table and flanked by berths with a chest of drawers beneath each. At the farther end of this somewhat small and dim apartment and northeasterly of the table was a small polished stove wherein a fire burned; in a rack against a bulkhead were some half-dozen rifles, above our head was a rack for cutlasses, and upon the table was a decanter which the commander had unearthed from some mysterious recess, and he was very full of apologies because the soda had run out.

So we sat a while and quaffed and talked, during which he showed me a favorite rifle, small of bore but of high power and exquisite balance, at sight of which I straightway broke the Tenth Commandment. He also showed me a portrait of his wife (which I likewise admired), a picture taken by himself and by him developed in some dark nook aboard.

After a while we crawled into the air again to find that we were approaching a certain jetty. And now, in the delicate maneuver of bringing to and making fast the vessel, my companions, myself, and all else were utterly forgotten as with voice and hand the commander issued order on order until gently as a nesting bird the destroyer came to her berth and was made fast. Hereupon, having shaken hands all round, he handed us over to other naval men as cheery as he, who in due season brought us to the depot ship where luncheon awaited us.

I have dined in many places and have eaten with many different folk, but never have I enjoyed a meal more than this, perhaps because of the *padre* who presided at my end of the table. A manly cleric this, bright-eyed, resolute of jaw, but humorous of mouth, whose white choker did but seem to offset the virility of him. A man, I judged, who preached little and did much—a sailor's *padre* in very truth.

He told me how, but for an accident, he would have sailed with Admiral Cradock on his last ill-fated cruise, when so many died that right and justice might endure.

"Poor chaps!" said I.

"Yes," said he, gently; "and yet it is surely a noble thing to die greatly!"

And surely, surely for all those who in cause so just have met death unflinching and unafraid, who have taken hold upon that which we call life and carried it through and beyond the portals of death into a sphere of nobler and greater living—surely to such as these strong souls the Empire they served so nobly and loved so truly will one day enshrine them, their memory and deeds, on the brightest, most glorious page of her history, which shall be a monument more enduring than brass or stone, a monument that shall never pass away.

So we talked of ships and the sea and of men until, aware that the company had risen, we rose also, and, donning hats and coats, set forth, talking still. Together we paced beside docks and along piers that stretched away by the mile; massive structures of granite and concrete that had only come into being, so he told me, since the war.

Side by side we ascended the broad gangway, and side by side we set foot upon that battle-scarred deck whose timbers here and there showed the whiter patches of newer wood. Here he turned to give me his hand, after first writing down name and address, and, with mutual wishes of meeting again, went to his duties and left me to the wonders of this great ship.

Crossing the broad deck, more spacious it seemed than an ocean liner, I came where my traveling companions were grouped about a grim memorial of the Jutland battle, a huge projectile that had struck one of the after-turrets, in the doing of which it had transformed itself into a great convoluted disc, and was now mounted as a memento of that tremendous day.

And here it was that I became acquainted with my midshipmite, who looked like an angel of sixteen, bore himself like a veteran, and spoke (when his shyness had worn off a little) like a British fighting man.

To him I proffered the request that he would pilot me over this great vessel, which he (blushing a little) very readily agreed to do. Thereafter, in his wake, I ascended stairways, climbed ladders, wriggled through narrow spaces, writhed round awkward corners, up and ever up.

"It's rather awkward, I'm afraid, sir," said he in his gentle voice, hanging from an iron ladder with one hand and a foot the better to address me. "You see, we never bring visitors this way, as a rule—"

"Good!" said I, crushing my hat on firmer. "The unbeaten track for me—lead on!"

Onward and upward he led, until all at once we reached a narrow platform, railed round and hung about with plaited rope screens, which he called splinter-mats, over which I had a view of land and water, of ships and basins, of miles of causeways and piers, none of which had been in existence before the war. And immediately below me, far, far down, was the broad white sweep of deck, with the forward turrets where were housed the great guns whose grim muzzles stared patiently upwards, nozzling the air almost as though scenting another battle.

And, standing in this coign of vantage, in my mind's eye I saw this mighty vessel as she had been, the heave of the fathomless

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

sea below, the whirling battle smoke about her, the air full of the crashing thunder of guns as she quivered beneath their discharge. I heard the humming drone of shells coming from afar, a hum that grew to a wail—a shriek—and the sickening crash as they smote her or threw up great water-spouts high as her lofty fighting tops; I seemed to hear through it all the ring of electric bells from the various fire controls and voices calm and all unshaken by the hellish din uttering commands down the many speaking-tubes.

"And you," said I, turning to the youthful figure beside me, "you were in the battle?"

He blushingly admitted that he was.

"And how did you feel?"

He wrinkled his smooth brow and laughed a little shyly.

"Really I—I hardly know, sir."

I asked him if at such times one was not inclined to feel a trifle shaken, a little nervous, or—might one say—afraid?

"Yes, sir," he agreed, politely, "I suppose so; only, you see, we are all too jolly busy to think about it."

"Oh!" said I, taking out a cigarette; "too busy! Of course. I see. And where is the captain during action, as a rule?"

"As a matter of fact, he stood just where you are, sir. Stood there the whole six hours it was hottest."

"Here!" I exclaimed. "But it is quite exposed."

My midshipmite, being a hardy veteran in world-shaking naval battles, permitted himself a smile.

"But, you see, sir," he gently explained, "it's really far safer out here than being shut up in a gun-turret or—or down below, on account of er—er, you understand, sir?"

"Oh, quite," said I, and thereafter thought a while and, receiving his ready permission, lighted my cigarette. "I think," said I, as we prepared to descend from our lofty perch, "I'm sure it's just—er—that kind of thing that brought one Francis Drake out of so very many tight corners. By the way, do you smoke?"

My midshipmite blushingly confessed that he did, and helped himself from my case with self-conscious fingers.

Reaching the main deck in due season, I found that I had contrived to miss the chief gunner's lecture on the great guns, whereupon who so agitated and bitterly apologetic as my midshipmite, who there and then ushered me hastily down more awkward stairs and through narrow openings into a place of glistening, gleaming polish and furbishment, where, beside the shining breech of a monster gun, muscular arm negligently leaning thereon, stood a round-headed, broad-shouldered man, he the presiding genius of this (as I afterwards found) most sacred place.

His lecture was ended, and he was addressing a few well-chosen closing remarks in slightly bored fashion (he had shown off his ponderous playthings to divers kings, potentates, and bigwigs at home and abroad, I learned) when I, though properly awed by the gun, but more especially by the gunner, ventured to suggest that a gun that had been through three engagements and had been fired so frequently must necessarily show some signs of wear. The gunner glanced at me, and I shall never forget that look. With his eyes on mine, he touched a lever in negligent fashion, whereon silently the great breech slipped away with a hiss and whistle of air, and, with his gaze always fixed, he suggested that I might glance down the bore.

Obediently I stooped, whereon he spoke in this wise:

"If you cast your heyes to the right abaft the breech, you'll observe slight darkening on riflin's. Now glancin' t' left of piece, you'll per-ceive slight darkening of riflin's. Now casting your heyes right forrard, you'll re-mark slight roughening of riflin's towards muzzle of piece, and—there y' are, sir. One hundred and twenty-seven times she's been fired by my 'and, and good for as many more—both of us. Arternoon, gentlemen, and—thank ye."

Saying which, he touched a lever in the same negligent fashion, the mighty breech-block slid back into place, and I walked forth humbly into the outer air.

Here I took leave of my midshipmite, who stood among a crowd of his fellows to watch me down the gangplank, and I followed whither I was led, very full of thought, as well I might be, until, rousing, I found myself on the deck of that famous Warspite which our foes are so comfortably certain lies a shattered wreck off Jutland. Here I presently fell to discourse with a tall lieutenant with whom I went below and aloft; he showed me cockpit, infirmary, and engine-room; he showed me the wonder of her steering apparatus and pointed to the small hand-wheel in the bowels of this huge ship whereby she had been steered limping into port. He directed my gaze also to divers vast shell-holes and rents in her steel sides, now very neatly mended by steel plates held in place by many large bolts. Wherever we went were sailors, by the hundred, it seemed, and yet I was struck by the size and airy spaciousness between decks.

"The strange thing about the Hun," said my companion as we mounted upward again, "is that he is so amazingly accurate with his big guns. As we steamed into range he registered direct hits time after time, and his misses were so close the spray was flying all over us. Yes, Fritz is wonderfully accurate, but"—here my companion paused to flick some dust from his braided cuff—"but when we began to knock him about a bit it was funny how it rattled him—quite funny, you know. His shots got wider and wider, until they were falling pretty well a mile wide—very funny!" and the lieutenant smiled dreamily. "Fritz will shoot magnificently if you only won't shoot back. But really I don't blame him for thinking he'd sunk us. You see, there were six of 'em potting away at us at one time—couldn't see us for spray—"

"And how did you feel just then?" I inquired.

"Oh, rotten! You see, I'd jammed my finger in some tackle, for one thing, and just then the light failed us; we'd have bagged the lot if the light had held a little longer. But next time—who knows? Care for a cup of tea?"

"Thanks," I answered; "but where are the others?"

"Oh, by Jove! I fancy your party's gone—I'll see!"

This proving indeed the case, I perforce took my leave, and, with a midshipman to guide me, presently stepped aboard a boat which bore us back beneath the shadow of that mighty bridge, stark now against the evening sky.

Riding citywards through the deepening twilight, I bethought me of the midshipmite who amid the roar and tumult of grim battle had been "too busy" to be afraid; of the round-headed gunner who, like his gun, was ready and eager for more; and of the tall lieutenant who, with death in many awful shapes shrieking and crashing about him, felt "rotten" by reason of a bruised finger and failing light.

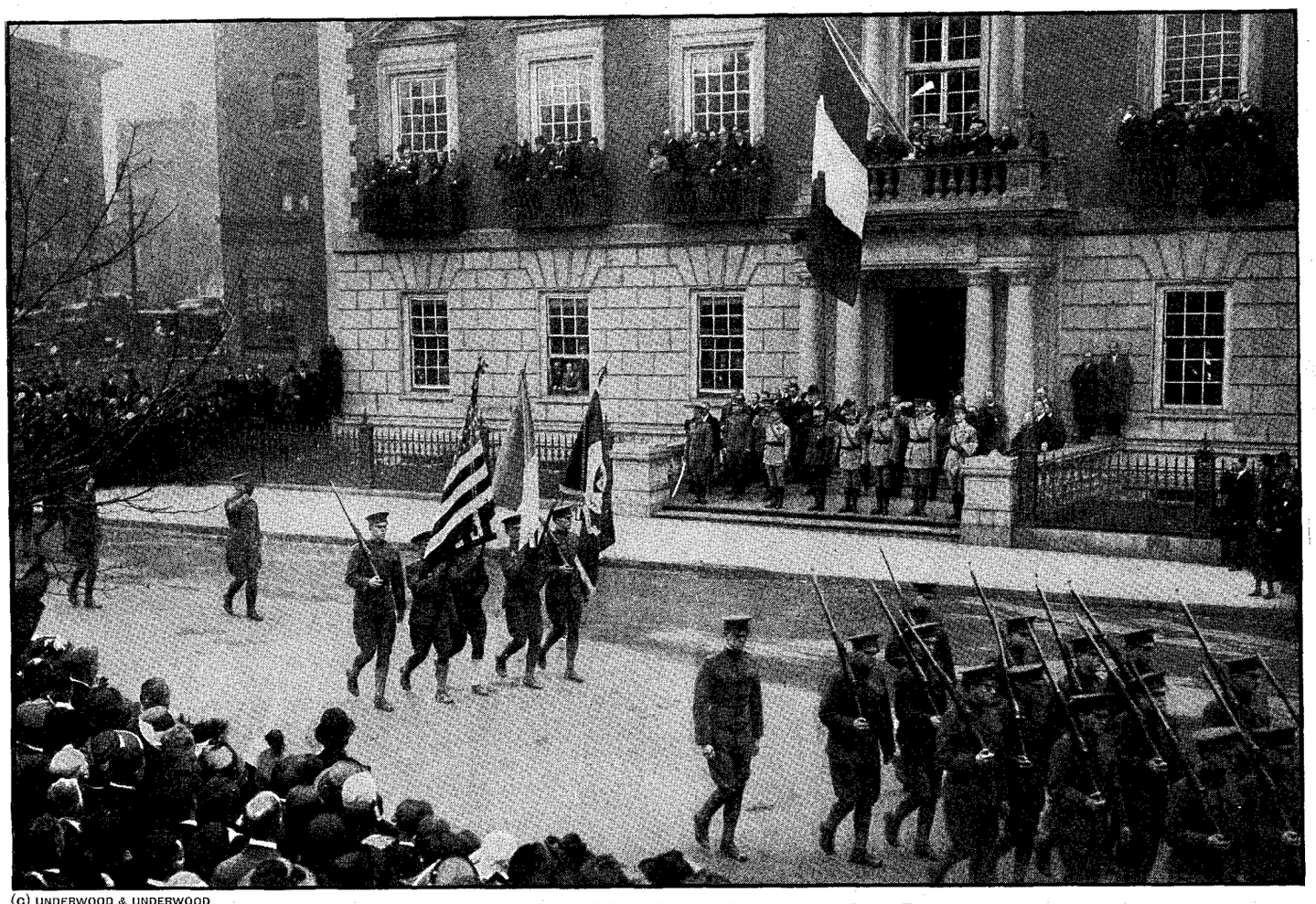
And hereupon I felt proud that I too was a Briton, of the same breed as these mighty ships and the splendid fellows who man them—these keepers of the seas who in battle as in tempest do their daty unseen, unheard, because it is their duty.

Therefore, all who are so blest as to live within these isles, take comfort and courage from this—that, despite raging tempest and desperate battle, we, trusting in the justice of our cause, in these iron men and mighty ships, may rest secure, since truly worthy are these, both ships and men, of the glorious traditions of the world's most glorious navy.

But as they do their duty by Britain and the Empire, let it be our inestimable privilege as fellow-Britons to do our duty as nobly both to the Empire and to them.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

CURRENT EVENTS ILLUSTRATED



(C) UNDERWOOD & UNDERWOOD

FRENCH OFFICERS REVIEW HARVARD'S REGIMENT

Army officers have been detailed by the French Government to assist in training the Harvard Regiment. They received a warm welcome both from the public generally and from the students of the University. See editorial comment

BURNING THE IMPERIAL EAGLES IN PETROGRAD

The insignia of royalty in Russia were special marks of popular antipathy during the recent Revolution. The picture shows a bonfire of the gilded emblems in front of the Anichkoff Palace, the Petrograd home of the Dowager Empress

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

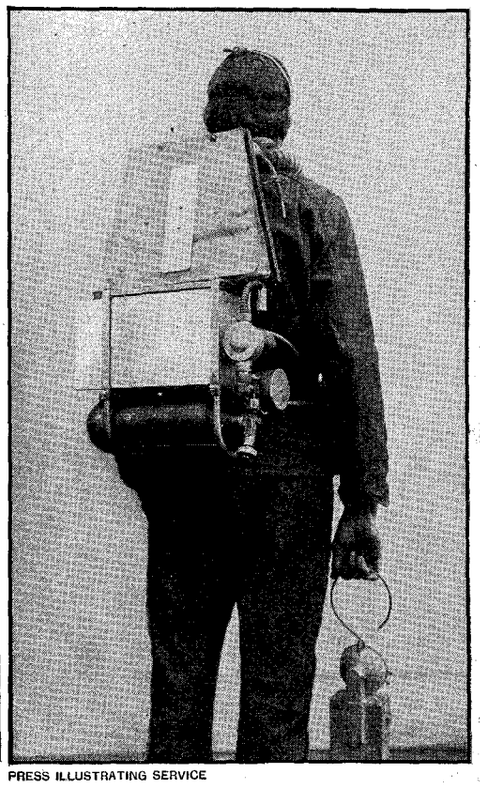
DORR FEATURE SERVICE

STATUE OF GEORGE WASHINGTON TO BE PRESENTED TO ENGLAND

The State of Virginia is to present to the Mother Country this statue, a reproduction of the one in the State Capitol at Richmond. It will probably be erected in the vicinity of the home of Washington's ancestors in England

A CHINESE WOMAN PHYSICIAN, DR. YAMEI KIN

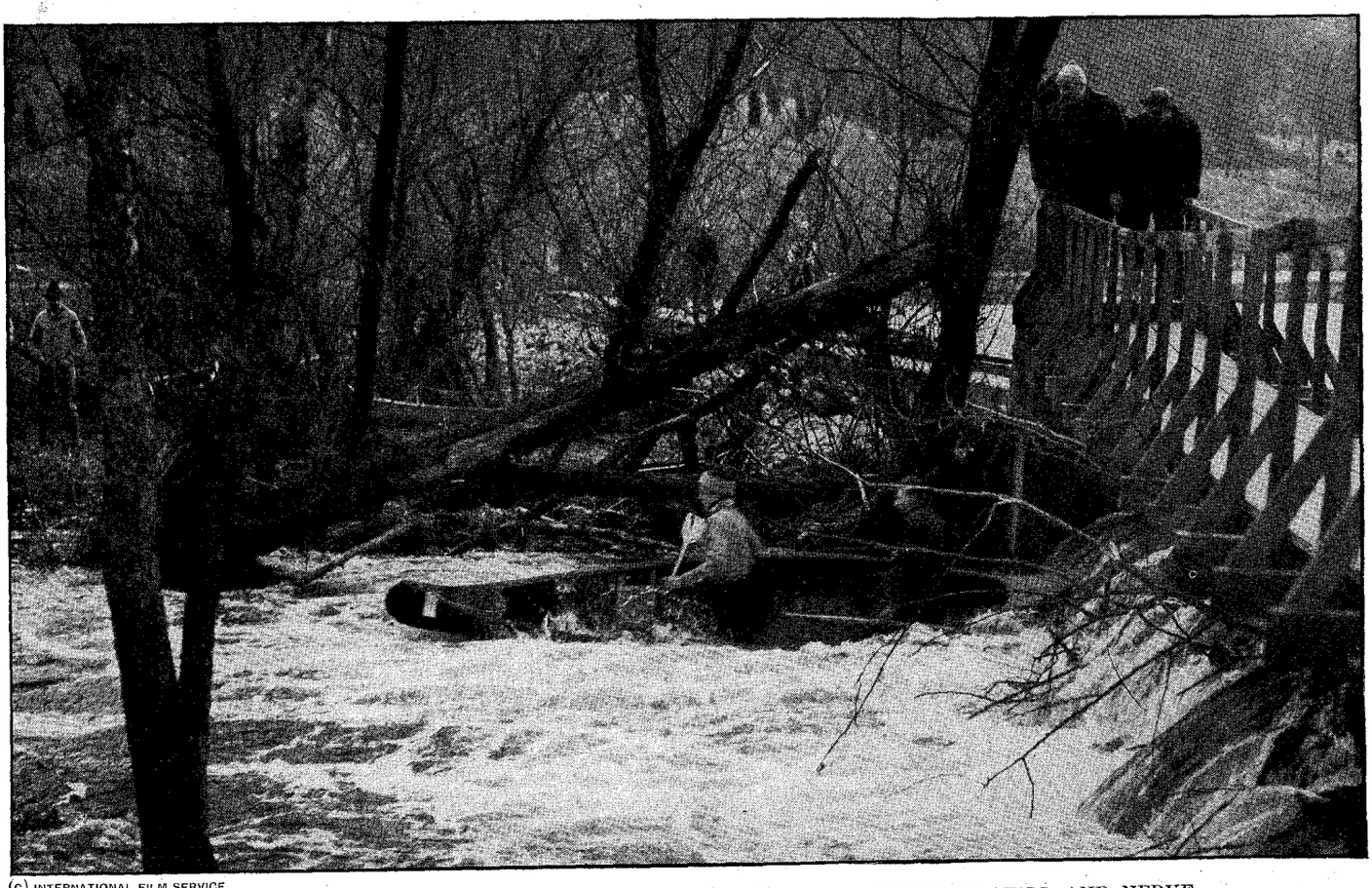
Dr. Kin, who is declared to be one of the foremost physicians of China and the first of her countrywomen to take a medical degree, has been lecturing in the United States, with especial reference to explaining the dietary of her country. She states that the Chinese have learned to cook simple materials in such a way that they are appetizing and sustaining in a high degree. The lesson for Americans in the present crisis is apparent



PRESS ILLUSTRATING SERVICE

A NEW MINE RESCUE APPARATUS

The Government experts are reported to be enthusiastic over the merits of this new apparatus, which will enable the wearer to remain unharmed for two hours in an atmosphere charged with noxious gases, while doing rescue work



(C) INTERNATIONAL FILM SERVICE

SHOOTING THE RAPIDS OF THE RAMAPO RIVER—A FEAT THAT REQUIRES SKILL AND NERVE

The American Canoe Association started its annual cruise May 6 on the Ramapo River at Suffern, New York. The Ramapo cruise is only one of several yearly events of the Atlantic division of the Associat'on but it is said to be regarded as one of the most difficult

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Classe Ouvriere

COLOMBEL, Michel Celestin Alexandrin,

Born March 27, 1915 at St Malo

Father: Celestin COLOMBEL

Mother: Alexandrine CLOUET, menagere

Address: rue du Petit Placitre,
St. Malo (Manche)

Decede le 30 Juin 1915 a Ste Menehoult
(Marne)

Classe Noyerne

COUDRAY, Renee Marguerite

Born October 1, 1905 at Paris (4eme)

Father: Auguste Alphonse COUDRAY
(comptable)

Mother: decede

Address: 22 rue de Cullion CORBEIL
(S.&O.)

Father Killed July 2, 1915
Champ de bataille de la Meuzee

Citation: Ordre du corps d'armee. Le Sous-
lieutenant COUDRAY Auguste Alphonse du
152eme d'infanterie; Officer d'une rare
intrepidite et d'un sang-froid remarquable.
Blesse mortellement le 2 July 1915 a son poste
de combat. Croix de guerre avec etoile.

PORTRAITS AND PEDIGREES OF FRENCH WAR ORPHANS WHO ARE BEING SUPPORTED BY AMERICANS

Several American societies are devoting their services to the maintaining of orphan children in France who have been left penniless by the tragedies of the war. The above photographs show the work of the American Ouvroir Fund, 681 Fifth Avenue, New York. At the right and left of the portraits are typewritten descriptions of these children, with facts bearing on their lives. The amount of money contributed, written below, provides the support of the child for a year

(C) UNDERWOOD & UNDERWOOD

BOY SCOUTS HELPING ON THE RECRUITING CAMPAIGN

Recent activities of the Boy Scouts are shown in the above picture. A squad of these boys, mounted on bicycles, are placing posters where they will do the most good. Many thousands of these placards have been thus distributed, it is stated, with advantageous results to the service

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

THE CARE OF PROSPECTIVE MOTHERS

BY J. MORRIS SLEMONS, M.D.[1]

ONE of the metropolitan newspapers recently published in its Sunday magazine the complaint of John Burroughs, the well-known naturalist, of the expense to which parents are now put when a baby is born. His argument was that the medical attention given the mother is unnecessarily elaborate, and the value of a trained nurse's service not proved. "Eighty years ago," he said, "when I came into the world, one or two visits from the doctor, a little extra attention from the hired girl, and the crisis was safely passed. I doubt if it cost my parents five dollars to launch me safely on my career."

There is no question about Mr. Burroughs's facts. The expenses incident to childbirth have increased, and this increase is greater than the corresponding increase in the cost of living. It is probable, indeed, that twice the amount of money represented by Mr. Burroughs as having been necessary to launch him on his career is now required to care for a mother who is to be delivered of her child under the care of a well-organized hospital clinic. This increased expense is to be charged to three items: first, medical supervision throughout the pregnancy; second, the elaborate precautions necessary to carry out a delivery with the aseptic care demanded by present scientific knowledge; third, the attention given the mother and infant during the period of convalescence.

It is important at once to ask whether this organization—extremely elaborate as compared with the simple domestic changes described by Mr. Burroughs as necessitated by his own birth—is justified by the results obtained. The facts for an opinion on the subject are at hand, for elaborate studies have been made of the effect of the application of scientific knowledge to prospective mothers and to their new-born children in clinics devoted to this work throughout the world, and the statistics demonstrate at least four striking facts beyond all question.

1. In the first place, there has been a steadily diminishing infant mortality. In the days to which Mr. Burroughs refers, the best statistics showed an infant mortality of ten per cent at the time of birth and during the next two weeks; the results obtained in country districts, poorly supplied with medical facilities, were probably even worse than this. At the present time, as will be shown in statistics to be referred to later, the combination of prenatal care and appropriate medical supervision following birth has brought the infant mortality down to five per cent.

2. The second and more striking effect of elaborate precautions has been a reduction in the mortality of the mothers. Nowhere is this more strikingly shown than in the facts about the fearful scourge, puerperal infection, at the clinic in Vienna, where a great Austrian obstetrician first made observations as to the real nature of this disease. Ten mothers out of every hundred were dying from this puerperal infection, but immediately after the introduction of his improved and more cleanly methods the figures were so changed that only one woman out of every hundred died. More recently the maternal mortality due to puerperal infection and to other causes as well has been markedly decreased by hospital care.

3. The third effect of what seems to Mr. Burroughs unnecessarily elaborate organization has been in improving the health of the children. Blindness due to ophthalmia of the new-born has been almost eliminated. Careful attention to the nutrition of the child, both immediately after birth and later by the organizations which follow these cases at their homes, has borne fruit in healthier children.

4. The fourth effect has been a diminution in the suffering from gynecological troubles due to childbirth, which can be eliminated by proper care of complications or injuries incident to the delivery. Statistics show that at least twenty-five per cent of gynecological diseases are due to complications or accidents at delivery, and that a large proportion of these women could have been spared their years of suffering by prompt surgical attention at the time the baby was born.

[1] Professor of Gynecology and Obstetrics at Yale University

The value of an organization devoted to the care of prospective mothers and to the supervision of their newly born children may perhaps best be shown by reference to the work of a department with which I am familiar, the Woman's Clinic in connection with the Yale Medical School. This department is not a large one, but it is organized along the lines already described, and a consideration of the results obtained will therefore be of value. In this clinic the work includes: first, the care of the prospective mother by a prenatal nurse whose duty it is to inspect and report on the conditions at home and to keep the physician in touch with the mother's progress during pregnancy; second, a careful examination of all cases by the obstetrician in charge and the selection of those cases which should be delivered in the hospital; third, medical supervision of the patient throughout the pregnancy, either in the hospital or at the patient's home; fourth, immediate surgical attention to any complications which may develop; fifth, supervision of the mother during convalescence; and, sixth, attention to the nutrition and other needs of the baby by an Infant Welfare Association.

In this clinic 141 women were treated last year in the manner described. It must be remembered that favorable results are not obtained without the greatest care in patients of the class seen in a dispensary. Ignorance and prejudice have constantly to be contended with, and the sanitary conditions in the homes are, of course, often most unsatisfactory. The material, therefore, puts to a severe test the method employed in handling it. Of the 141 cases seen 106 were selected by the examining obstetrician as suitable for home treatment. The wisdom of this selection and the value of the nursing and medical care at home were evidenced by the fact that among these 106 home confinements every mother had a smooth convalescence, every baby was born alive, and all the babies were developing satisfactorily when the nurse made her final visit at the end of a month. There was not a single case of childbed fever, and no baby suffered from an infection of the eyes.

Many of the cases referred by the examining obstetrician to the hospital were sent there because either the examination revealed or the histories of difficulty at previous births indicated that the course of labor would not be smooth. The obstetrical forceps, for example, were required in nine of these patients; in eight of them the position of the fetus was abnormal; two required immediate delivery on account of convulsions; and upon two a Cæsarean section was required. Not a single mother was lost, and only one suffered from infection, mild in character and short in duration. Of the thirty-five infants, five were stillborn or died within a few days after birth. The others were born alive, and, with two exceptions, they were developing normally when, at the end of four weeks, the nurse made her final visit.

It is instructive to contrast the results in this series of 141 cases with the previous experience of the same women, for 124 of them had already passed through one or more confinements. Information was procured of 371 previous pregnancies, and of this number forty-three had ended with the birth of a dead baby. The infant mortality with random medical care had therefore been something over ten per cent, though in the same group of women careful supervision had resulted in an infant mortality of less than five per cent.

Conclusions: The machinery to carry out the work of the sort just outlined can arrive at efficiency only when a hospital includes a unit devoted to every phase of the reproductive function, a hospital unit usually spoken of as a woman's clinic. The importance of a woman's clinic in connection with the hospital, long ago appreciated elsewhere, is just coming to recognition in our own country. From the statistics of the Yale clinic just quoted (and these could be reinforced by reference to other similar organizations elsewhere), the efficiency of such an organization in saving the life and promoting the health of both baby and mother can hardly be questioned; and it is only in such a clinic that the many unsolved problems in the physiology and pathology of the organs peculiar to women can be studied.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

The organization of such a clinic is therefore in alignment with two of the most important movements of the day. It is in alignment with the great movement of preventive medicine, which seeks to eliminate by removing its chance for development or by blotting it out in the incipient stage. It is in line with the great movement in eugenics, the fundamental purpose of which is to send the subsequent generation into the world with as few handicaps as possible.

Mr. Burroughs, and those who think with him, are quite right in stating that the machinery required for this sort of work is expensive; but the return on the investment in human life and health is a high one, and it is a matter of simple choice for every large community to decide whether it is willing to purchase the efficient machinery which science has provided, or prefers to allow the shocking preventable wastage to continue. Certainly no finer opportunity offers for the intelligent use of the community's wealth, for statistics show that money thus spent is wisely spent, and surely no humanitarian appeal could be stronger than that made by a wife in the most touching period of her career or by a baby at the time when it is absolutely dependent for life and health on the wisdom of those about it.

THE COST OF HIRING AND FIRING

BY LEWIS E. THEISS

SCIENTIFIC shop management has revealed many weak points in our industrial methods, but perhaps it has pointed out nothing more startling than the economic waste involved in the hiring and firing of employees. Mr. Magnus W. Alexander, of West Lynn, Massachusetts, investigated in 1912 the cost of this labor turnover in twelve factories located in six different States. The smallest shop examined employed fewer than three hundred men; the largest, more than ten thousand. Nearly seventy-three per cent of the hands in these twelve factories had not worked in these shops prior to the year of the investigation. Twenty-seven per cent had worked there before that year. As a general proposition, says Mr. Alexander, in the "Annals of the American Academy of Political and Social Science," these percentages will be found to apply fairly well to any normal employment in the mechanical industries. In other words, nearly three-fourths of the workers in American mechanical industries leave their jobs every year for one cause or another, and are replaced by other men.

The factories examined by Mr. Alexander employed 37,274 men at the beginning of the year, and 43,971 at the end of the year—a net increase of 6,697 workers. But in order to keep up the original force and add these 6,697 hands to it these twelve factories hired during the year 42,571 men. Of these, 35,874 dropped out for one cause or another after being hired. In other words, in order to keep the ranks full it was necessary to hire six and one-third times the number of men actually needed.

The experience of the Ford Motor Company corresponds with that of the firms investigated by Mr. Alexander. Figures furnished by the Ford management show that in 1913 the Ford factories hired 52,445 men, while 50,448 hands left the Ford employ. These 52,445 men were hired to keep up a force of 13,634 workers.

A certain tool-steel manufacturer told Mr. Alexander that he had hired one thousand men in one year in order to increase his force by fifty men.

If these figures are typical of the conditions in American industry—and evidently they are—it has been next to impossible for our manufacturers to secure permanent bodies of workmen. Before the day of scientific management this was regarded rather as vexatious than anything else. Now we realize that it is costly. Mr. Alexander estimates that the cost comes under five heads, as follows:

(*a*) Cost of the clerical work of hiring.
(*b*) Cost of instructing the new hands.
(*c*) Increased wear and tear on tools and machinery.
(*d*) Reduced rate of production.
(*e*) Increased amount of products damaged or spoiled.

The expenses thus incurred are variously estimated by shop managers at $40 to $200 for each new man hired. Most managers put the cost between $50 and $100. The tool-steel maker mentioned reckoned that he lost $150,000 profits through hiring one thousand men when he needed only fifty men. Mr. W. A. Grieves, in a paper read before the Detroit Board of Commerce, estimated the cost of hiring an employee in a certain factory at $81.10. At the Ford Motor Works two years or more ago the cost was figured to be $80.25 a man. A more recent study along different lines gives similar results, the cost being figured at $77. So many factors enter into the problem that it is next to impossible to determine exactly what it does cost to hire a new man. Hence come the discrepancies in figures from different factories. The fact remains, however, that the ordinary labor turnover in industry is very costly. In the end, of course, the public foots the bill.

Now that attention has been called to this matter, factory managers everywhere are trying to devise methods to do away with this terrible waste. The only plan that has so far been successful is to make it to the employees' interest to keep their jobs. The John B. Stetson Company, hat-makers, has been conspicuously successful in reducing the labor turnover. Of its 4,400 employees, 324 have been with the company for more than twenty years; 230, between fifteen and twenty years; 663, between ten and fifteen years; 1,711, between five and ten years; while only 141 have been less than one year in the company's employ.

Bonuses, shares of stock, building and loan association shares, and other forms of profit-sharing have brought this about. For example, in 1897 only thirty-five per cent of the hat-sizers remained during the entire year. A five per cent bonus was offered to those who would remain during an entire year. The next year saw fifty per cent of the sizers faithful. The yearly bonus was raised to ten, fifteen, and finally twenty per cent. Since the last figure was reached, practically one hundred per cent of the sizers work the year round.

In 1915, the second year of the Ford profit-sharing plan, 14,074 men were hired, while only 2,931 left. During the first six months of 1916 the Ford Company hired 13,551 men, while 3,593 left their employment. At the rate prevailing during this six months period, it was necessary, in order to increase the force by 100 men, to hire 136. Before the profit-sharing plan went into effect it would have been necessary to hire 963 men to secure 100 permanents.

The Denison Manufacturing Company's labor turnover in 1911 equaled sixty-eight per cent of its force. This turnover has been steadily reduced as follows: 1912, sixty-one per cent; 1913, fifty-two per cent; 1914, thirty-seven per cent; 1915, twenty-eight per cent. The Denison Company reckons its cost of replacing an employee at $50, and figures that since the creation of its employment department, which has brought about this reduction in turnover, it has saved $25,000 in the cost of keeping up its working force.

The Clothcraft Shops in Cleveland, large manufacturers of clothing, also have a scientific system of dealing with labor. In five years this concern has reduced its labor turnover from one hundred and fifty to thirty-three per cent annually, raised wages thirty-seven per cent, reduced working hours from fifty-four to forty-eight a week, cut its force from 1,044 to 865, and increased its production forty-two per cent.

Mr. Boyd Fisher, of the Detroit Board of Commerce, says that as a result of giving its men $10,000,000 in divided profits the Ford Company in nine months saved more than $2,000,000 in the cost of its labor turnover; and that the retention of a steady force of workers resulted in an increase of working efficiency estimated by the Ford officials at forty-four per cent.

More and more it becomes evident that co-operation rather than arbitration leads to the best results in industry.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

WEEKLY OUTLINE STUDY OF CURRENT HISTORY

BY J. MADISON GATHANY, A.M.
HOPE STREET HIGH SCHOOL, PROVIDENCE, R. I.

Based on The Outlook of May 9, 1917

Each week an Outline Study of Current History based on the preceding number of The Outlook will be printed for the benefit of current events classes, debating clubs, teachers of history and of English, and the like, and for use in the home and by such individual readers as may desire suggestions in the serious study of current history.—THE EDITORS.

[Those who are using the weekly outline should not attempt to cover the whole of an outline in any one lesson or study. Assign for one lesson selected questions, one or two propositions for discussion, and only such words as are found in the material assigned. Or distribute selected questions among different members of the class or group and have them report their findings to all when assembled. Then have all discuss the questions together.]

I—INTERNATIONAL AFFAIRS

A. Topic: At Washington's Tomb; Joffre's Message; Roosevelt's Chicago Speech.

Reference: Page 49.

Questions:

1. In what respects are these three topics specifically related? 2. Over what matters, how many times, and when have Great Britain, France, and America been at variance? 3. Explain the steps by which these three democracies have become democracies and fast friends. 4. Interpret the statements made by Marshal Joffre, Mr. Balfour, and Mr. Roosevelt. 5. Do you think America should accept Mr. Roosevelt's proposal? Give several reasons.

B. Topic: Congress (1) and the War, (2) Changing Views, (3) and Our Allies.

Reference: Pages 49, 50.

Questions:

1. What are the powers of Congress in time of war? (See Magruder's "American Government," pages 42, 81, 435, 437, 441; Boynton's "School Civics," Revised Edition, pages 125–130; Garner's "Government in the United States," pages 261–269.) 2. Tell what you think about each one of the eight provisions of the Draft Bill as given on page 50, and of the Senate amendments. 3. What does The Outlook say about "Changing Views in Congress"? Do you think this "change in the temper of Congress" wise? 4. What has Congress done and what is it doing for our allies?

C. Topic: Cartoons and Current Events Illustrated.

Reference: Pages 53, 65–68.

Questions:

1. Rename each one of the cartoons and illustrations. Why do you choose the names you do? 2. Of the thousands of cartoons and illustrations from which to choose, for what reasons do you think The Outlook selected the ones it did? 3. What has The Outlook to say (page 52) about England's treatment of German prisoners? Compare Germany's treatment of prisoners with England's. (See Outlook for April 18, 1917, page 684.) 4. Describe, explain, and *interpret* each cartoon and illustration. 5. Of what particular educational value are these cartoons and illustrations?

II—NATIONAL AFFAIRS

A. Topic: War and a Free Press.

Reference: Pages 56, 57.

Questions:

1. What is freedom of the press? 2. Is freedom of the press a right or a privilege? How is liberty of the press to be determined? 3. What is the relation between freedom of the press and public opinion? and self-government? and general welfare? 4. Can there be any real liberty without freedom of speech and the press? 5. Which is able to determine better what information will aid the enemy, the individual or the Government? 6. Can Congress make a law abridging the freedom of the press? 7. Should every citizen be left free to criticise the *public* utterances and the *public* acts of public officials? Should the same freedom be granted to criticise the *motives* of such officials? 8. State *with exactness* The Outlook's position on a free press in war time. Your opinion of The Outlook's position. (In answering the questions on this topic see Amendment I of the Federal Constitution; Beard's "American Citizenship," pages 40–44; Ashley's "New Civics," pages 135, 136; Dole's American Citizen," page 93.)

B. Topic: The Ideal State.

Reference: Knoll Papers, pages 58, 59.

Questions:

1. *What* state has Dr. Abbott written about? *Where* is it? 2. How is the expression "the state" used? 3. What form of government is best? Explain your answer. 4. Name and discuss each object of the state which Dr. Abbott has described. Do you agree with all he says? Do you understand all the terms he uses? 5. State and criticise Dr. Abbott's definition of the *true* state (italics mine).

C. Topic: Revolutionary Tendencies in the School System of the United States.

Reference: Pages 59, 60.

Questions:

1. How has Mr. Davenport shown that "Boston is seething with portents of educacational revolution"? 2. In what ways are the boys and girls of to-day "beginning to be guided toward a broader and more useful community citizenship"? 3. In what ways has the educational system of any country a bearing upon national safety and success in time of war? 4. Would America become cultureless if we ceased to study the classics? 5. From a National point of view, is there any pronounced need of *democratizing* American citizens? 6. For what reasons are there revolutionary tendencies in the school system of the United States? (In answering these questions consult the tables of contents of such books as "The School and Society," by Dewey; "The Foundations of Germany," by Barker; "The Modern High School," by Johnson; and "Democracy and Education," by Dewey).

III—PROPOSITIONS FOR DISCUSSION

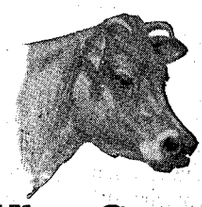
(These propositions are suggested directly or indirectly by the subject-matter of The Outlook, but not discussed in it.)

1. History is the *experience* of nations. 2. Progress is not inherent in society. 3. Without the friendship of mankind efficiency is ineffective.

IV—VOCABULARY BUILDING

(All of the following words and expressions are found in The Outlook for May 16, 1917. After looking them up in the dictionary or elsewhere, give their meaning *in your own words.*)

Sarcophagus, expurgated, obligatory, dictates of humanity, irreparable, the American ideal, preamble, recession, mental discipline, misanthropes, curriculum.



Why Cows Get Bran

Because it pays to keep cows well—that's all.

People need it more than cows do. They eat more fine food—have more need for roughage.

Without it, most folks feel the lack of laxative effects.

Every morning for a week eat a dish of Pettijohn's. Note how your spirits change.

Pettijohn's

Rolled Wheat—25% Bran

A breakfast dainty whose flavory flakes hide 25 per cent unground bran.

Pettijohn's Flour—75 per cent fine patent flour with 25 per cent bran flakes. Use like Graham flour in any recipe.

Both sold in packages only.

(1573)

LE PAGE'S CHINA CEMENT

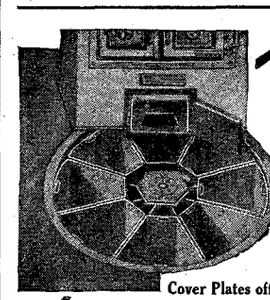
STANDS HOT AND COLD WATER 10¢

"Don't-Snore"

Trade Mark Reg. U. S., Canada, Gt. Britain, Patents

STOPS SNORING, STOPS MOUTH BREATHING

SIMPLE DEVICE CO., Middleburg, Va., Box 14



Cover Plates off

I must have one in my home!

A simple and most effective means of caring for ashes, garbage and refuse. No modern home is complete without

The SHARP Rotary Ash Receiver

It not only eliminates the ash-dust nuisance but is a perfect preventive against fire from hot ashes. Can be installed under any type of heater before or after building. Insures **Pure Dustless Air** and more healthful conditions throughout the house. Read what Mr. George W. Babcock, a leading business man of Louisville, Ky., says:

"Your Rotary Ash Receiver which the writer installed in his residence is the most satisfactory device of its kind that he has ever seen. I have spoken to numerous people concerning this device and am at a perfect loss to understand why anyone building, or anyone who has a furnace, would not install same, even after he has finished building. The ease with which the ashes are removed from the furnace, and the state of cleanliness which it makes possible in your furnace room, are two of the greatest benefits. I would not be without this Ash Receiver for a great deal of money, as it is without exception the most satisfactory device I have installed in my house."

Builders, Architects, Health and Fire Commissioners recommend the Sharp Rotary Ash Receiver. We will gladly send you full particulars together with the endorsement of many satisfied users.

Districts open for representatives.

THE SHARP ROTARY ASH RECEIVER CO., Dept 33, Binghamton, N. Y.

ARCHITECTS: See Sweet's Index.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

The ROAMER

America's Smartest Car

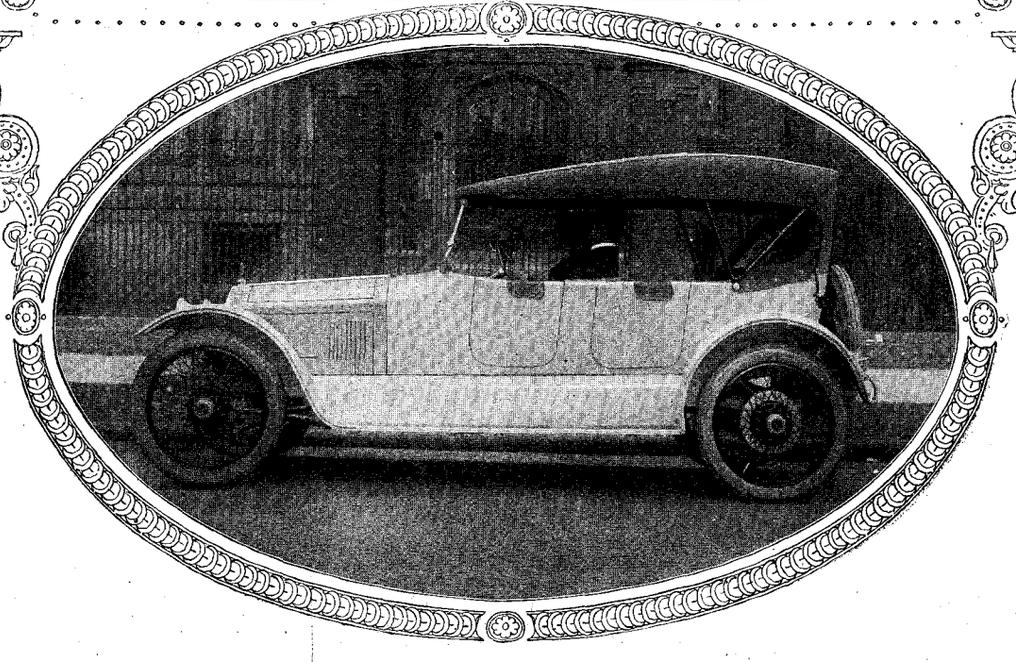
THIS year, so statisticians say, there will be over 4,000,000 automobiles in the United States. Note that we say "automobiles" because very few of them will be motor cars. The majority will be quite serviceable mechanically but, from the standpoint of appearance, wholly undistinguished. In the ROAMER we have produced a car for the motorist who is not content with this mediocrity in either performance or appearance. We have done more than produce a chassis of speed and stamina—we have built with studious care "America's Smartest Car."

There is no "stock" car in America to-day with the grace of line, the verve and ultimate distinction of the ROAMER. You will find custom bodies by Holbrook, Healy or Kimball which are quite as distinguished but no "stock" car has the tailored look of a ROAMER.

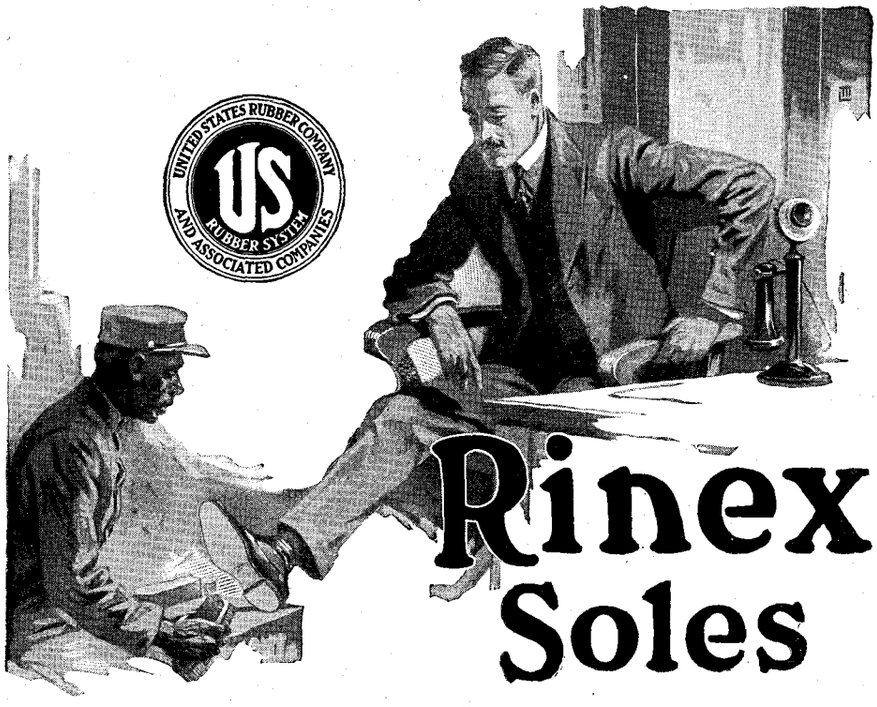
When you purchase a ROAMER the choice of color, upholstery and top material is left to your discretion and entails no additional cost; and yet the price of $1850 for the ROAMER 6-45 is the minimum at which a fine motor car can be produced.

The ROAMER 6-90 is $2950 and the prices of other models, together with mechanical details, may be had upon request.

BARLEY MOTOR CAR COMPANY
Kalamazoo, Michigan



PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED



Rinex Soles

YOU are going to like your Rinex Soles from the first day you have them on—they're so comfortable from the start, so soft and pliable, so sure-footed.

And the big return they give on your small investment in the form of long wear is going to make you a friend of Rinex for life.

Rinex Soles are not rubber, not leather, but a scientific, synthetic product of the world's largest rubber manufacturer—infinitely better for shoe-soles than either rubber or leather.

Rinex soles wear down slowly, evenly—not in short-lived layers like leather soles of nowadays. They are the shoe-tread of *successful* men and women everywhere. Modern sons and daughters are being brought up on Rinex soles.

Buy your first pair—either on new shoes or re-soling for old ones—you won't need urging after that. Many thousand first-class stores have new shoes with Rinex Soles in stock. Thousands of repair shops have Rinex Soles for re-soling. The genuine have "Rinex Sole" stamped in the shank. Look for this name.

In black, white and tan at first-class shoe stores and repair shops.

United States Rubber Company

Sole and Heel Dept., 1790 Broadway, New York

60 High Street, Boston

LIQUOR AND DEFEAT

A book lies before me of which 100,000 copies have been sold in England, but now the English Government has told Mr. Mee, the author, that, though he may continue to sell "Defeat" in England, not a copy shall be allowed to go outside.

What does "Defeat" tell England? It tells her that the one word writ large across her fate to-day is the word *grain;* not only must home production be strained to its utmost, but ships must be built faster than submarines can destroy them to bring the wherewithal *grain* from outside.

It draws a lurid picture of this grain, England's great need, being perverted into beer.

It shows a great steamer urgently needed in the Dardanelles unable to sail because the engine-repairers lay drunk at a public house; it cites story upon story of battles impeded because of this perversion of England's great need, grain! "We have spent on drink," says Mr. Mee, "since the war began, enough to provide $10 a week for every British home that has lost a bread-winner."

Even now, when the output of beer is restricted from 36,000,000 barrels a year to 10,000,000—even now there is going into beer every single day in England 2,500 tons of barley and 3,750 tons of energy-making sugar a month.

Now this country is entering the world war on the side of the Allies, and perhaps our most important function will be to supply England with grain faster than Germany can destroy our grain-carriers.

Are we going to stand helpless—like England? Are we going to allow 7,500 metric tons of barley a day to be turned into beer, not to mention all the grain that is going daily into distilled liquor?

Twenty-five States have answered this. They have said "No" to the grain-destroying liquor traffic. But twenty-three States still stand as England stands—helpless before this great grain-perverter.

Said a Southern woman in Richmond, Virginia, to me: "We don't think our boys ought to be ordered into 'wet' States. I understand that Boston is strong for preparedness; but is it true that she still has open saloons?"

I had to say that there are over sixteen hundred open saloons in Massachusetts, over seven hundred in Boston, and eighty-six around the Boston Navy-Yard.

"And does Boston call eighty-six saloons around the Navy-Yard preparedness?"

Personally, I should like to see the Governors of the twenty-five "dry" States recommend to the twenty-three "wet" States that as a war measure they close their saloons. Is it really fair for Kansas, for example, to be asked to send her boys, young, excitable, to Boston, New York, Philadelphia, teeming with liquor?

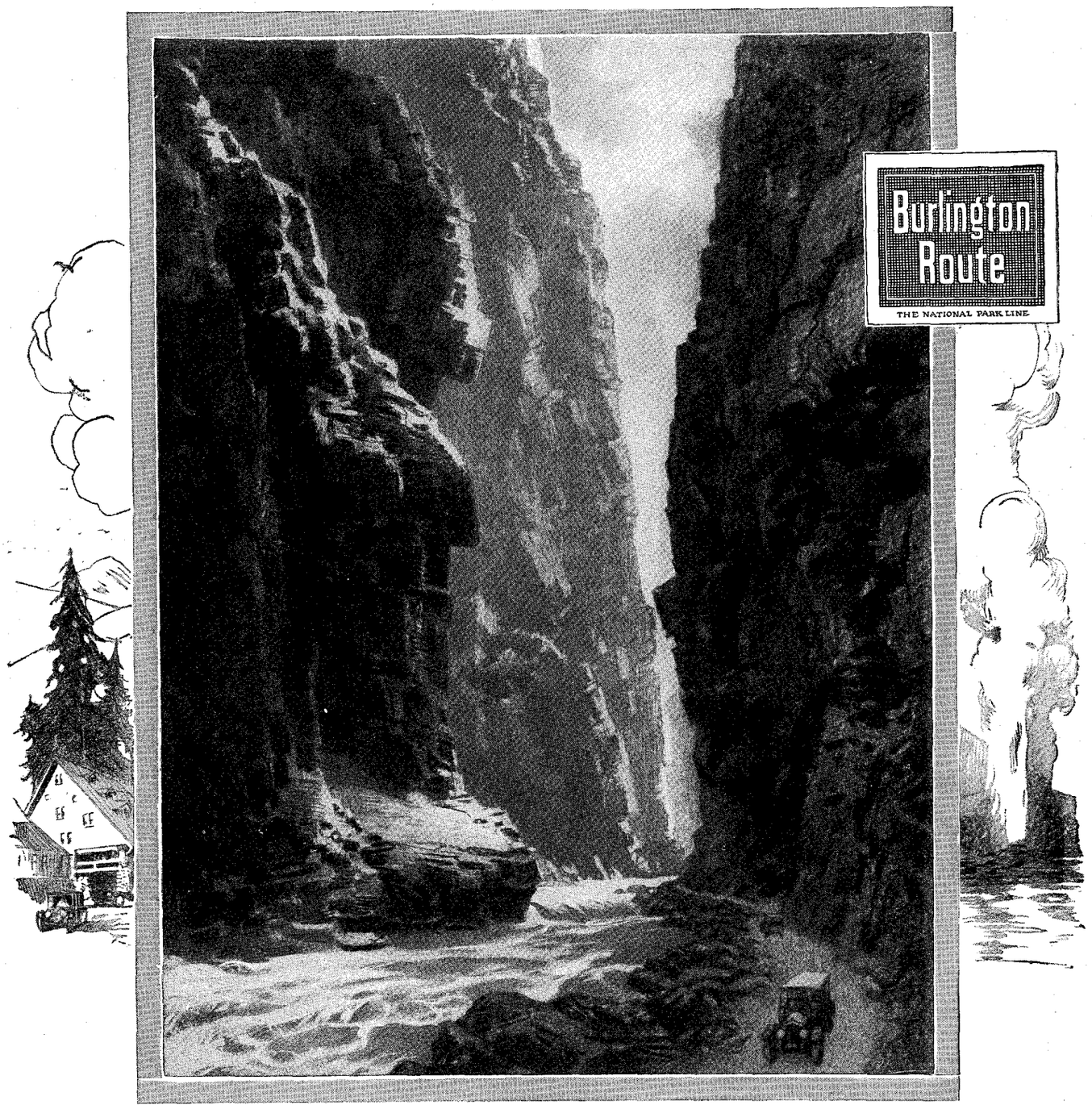
We need the grain, England needs the grain; and we do not need and ought not to tolerate all the lost efficiency, lost health, all the extra prostitution and disease, that eighty-six saloons within half a mile of a navy-yard must mean.

War prohibition is a real part of preparedness; anything less is behind the times, anything else is weakness somewhere. England knows it, hence she forbids Arthur Mee's "Defeat" to go abroad.

Are we for grain and conservation, or are we for beer and whisky?

E. TILTON,
Chairman Poster Campaign,
Boston Associated Charities.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED



SEE THE GRANDEUR OF THE CODY ROAD IN YELLOWSTONE PARK

LAST year, by special action of the United States Government, the Cody Road in Yellowstone Park was perfected and opened to the public.

The Superintendent of National Parks recommended this action, describing the Cody Road in his report as the "most beautiful part of Yellowstone Park"—a statement endorsed enthusiastically by the thousands of tourists who in 1916 saw it for the first time.

There is a peculiar romance and interest surrounding Cody Road, associated as it is with Indian battles and old-time frontier days—days of Owen Wister's "Virginian;" days of the romantic activities of that famous old scout "Buffalo Bill," after whom the town of Cody was named.

America's three great Parks including Cody Road on one trip

On one circle trip over one splendid and dependable railroad—the Burlington Route—you may visit the entire National Park region: Yellowstone, including Cody Road; Glacier; Rocky Mountain (Estes); and Colorado Springs, with Manitou, Garden of the Gods and Pike's Peak near-by.

And if you go to or return from Yellowstone by its Eastern entrance, you can see Cody Road *at no extra cost*—you can motor over its ninety miles of perfect government-built highway through some of the most inspiring *mountain scenery in the world*. This motor trip is made on regular daily schedule and provides for everything to make the trip comfortable and pleasant.

Let us help you plan your trip

Call on your local railroad ticket agent, or write to the nearest Burlington representative. See list opposite. These men have themselves made the trip; they have planned hundreds of such trips for others, and you will find their advice invaluable in planning yours. If you cannot see them in person, they will send you illustrated descriptive literature containing maps and complete information, and gladly make all arrangements for your complete tour.

BIRMINGHAM, ALA., 1122-23 Brown-Marx Bldg.,
H. R. Todd.....General Southern Agent
BOSTON, MASS., 264 Washington St.,
Alex Stocks.....New England Pass'r Agent
BUFFALO, N. Y., 200 Ellicott Square Bldg.,
M. K. Mix.....Traveling Pass'r Agent
CHICAGO, ILL., 141 So. Clark St.,
A. J. Puhl.....General Agent, Pass'r Dept.
CINCINNATI, OHIO, 307 Union Trust Bldg.,
E. L. Langstadt.....City Pass'r Agent
CLEVELAND, OHIO, 814 Hippodrome Bldg.,
A. Burns.....Traveling Pass'r Agent
DALLAS, TEXAS, 711 Sumter Bldg.,
Mark Ford.....General Agent
DENVER, COLO., 701 Seventeenth St.,
S. R. Drury.....General Agent, Pass'r Dept.
KANSAS CITY, MO., 701 Walnut St.,
H. S. Jones.....Southwestern Pass'r Agent
NEW ORLEANS, LA., St. Charles Hotel,
G. B. Magruder.....City Pass'r and Frt. Agent
NEW YORK, N. Y., 1184 Broadway,
W. J. Berger.....General Agent, Pass'r Dept.
OMAHA, NEB., Farnam and Sixteenth Sts.,
J. B. Reynolds.....City Pass'r Agent
PHILADELPHIA, PA., 836 Chestnut St.,
Wm. Austin..Gen'l Agt., Frt. and Pass'r Dept.
PITTSBURGH, PA., 506 Smithfield St.,
W. B. Byrne.....Traveling Pass'r Agent
ST. LOUIS, MO., 305 North Broadway,
J. G. Delaplaine.....City Pass'r Agent

P. S. Eustis, Passenger Traffic Manager
C. B. & Q. R. R., Burlington Building, Chicago

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Don't Grope for Words

Give Grenville Kleiser (famous Speech Specialist) 15 minutes daily and

He Will Give You a Mastery of Words

There are no old-fashioned wearisome rules of grammar to memorize. By an entirely new plan you absorb and immediately apply the fruits of years of teaching experience which are comprest into twenty intimate home lessons.

If you will devote 15 minutes daily to this original Course you will quickly and surely learn to

Enlarge Your Stock of Words—
Use the Right Word in the Right Place—
Write Tactful, Forceful Letters, Advertisements, Stories, Sermons, Treatises, Etc.—
Become an Engaging Conversationalist—
Enter Good Society—
Be a Man of Culture, Power, and Influence in Your Community.

Booth Tarkington

Distinguished Novelist and Short-Story Writer, Author of "Monsieur Beaucaire," "Seventeen," etc.

"Your course is almost painfully needed by many professional writers and speakers. A student who intelligently follows your course will know what he is talking about when he talks or when he writes. His audience will certainly know, because he will talk well, no matter what his subject."

Mary Roberts Rinehart

Eminent Novelist, Dramatist, and War-Correspondent, Author of "K," "Kings, Queens and Pawns," etc.

"Your lessons seem to me excellent for the purpose. Also the selection of books for study appeals to me very strongly. It looks like a scholarly and most intelligently compiled course of instruction and writing."

FREE

"How to Become a Master of English"

We want you to read this booklet that you may understand what this course will do for you, the real practical help it will give you in a hundred different ways. Obtain a mastery of English and realize your own possibilities. Be yourself at your best. It means more money, more power, more life in every way.

SIGN AND MAIL THIS COUPON *NOW*

FUNK & WAGNALLS COMPANY
Dept. 3, New York

Please send Booklet and full information regarding Grenville Kleiser's Correspondence Course in Good English.

Name.....

Local Address.....
Street and No. or R. F. D.

Post-Office.....

Date.....*State*.....

THE NEW BOOKS

This department will include descriptive notes, with or without brief comments, about books received by The Outlook. Many of the important books will have more extended and critical treatment later

FICTION

Diversity of Creatures (A). By Rudyard Kipling. Doubleday, Page & Co., Garden City, N. Y. $1.50.

The latest volume of Rudyard Kipling's short stories; very characteristic, but not equal to his best.

Jerry of the Islands. By Jack London. The Macmillan Company, New York. $1.50.

A story of a brave and quick-witted Irish terrier dog who is brought aboard a trading vessel in the South Sea. Jack London knew this dog, loved him, and tells the tale of Jerry's adventures with sympathy and spirit.

Mistress Anne. By Temple Bailey. The Penn Publishing Company, Philadelphia. $1.35.

A novel centered around a strong, clear-minded girl who teaches school, is wholesome in influence, and is deeply loved by two men of opposing temperaments.

Shadow Line (The). By Joseph Conrad. Doubleday, Page & Co., New York. $1.35.

One of the best and most carefully wrought of Conrad's shorter sea tales. In some ways it reminds one of his "Youth." The young mate who leaves his ship in the restless revolt of youth against monotony is suddenly thrown into strange responsibility as captain of a ship, and in a three weeks' voyage passes from youth over the "shadow line" to mature manhood. Only Conrad could have evolved the situation with such pains and care; all Conrad admirers will welcome the story.

Straight Road (The). Anonymous. The George H. Doran Company, New York. $1.50.

BOOKS FOR YOUNG FOLKS

Happy: The Life of a Bee. By Walter Flavius McCaleb. Harper & Bros., New York. 75c.

For young readers this nature story does something like that which Maeterlinck's famous book on the bee did for older people.

HISTORY, POLITICAL ECONOMY, AND POLITICS

Alsace-Lorraine: A Study in Conquest: 1913. By David Starr Jordan. The Bobbs-Merrill Company, Indianapolis. $1.

England in the Mediterranean. Rise and Influence of British Power within the Straits, 1603–1713. By Julian S. Corbett. 2 vols. Longmans, Green & Co., New York. $5 per set.

Minimum Cost of Living (The). A Study of Families of Limited Income in New York City. By Winifred Stuart Gibbs. The Macmillan Company, New York. $1.

Modern European History. By Charles Downer Hazen. (American Historical Series.) Henry Holt & Co., New York. $1.75.

Russia Then and Now (1892–1917). By Francis B. Reeves. G. P. Putnam's Sons, New York. $1.50.

Mainly an account of the author's food-bearing mission to Russia during the famine of 1891–2. The book contains nothing of consequence about Russia *now*, and the author saw, or at least realized, very little about the bureaucracy of Russia then. We agree with the opinion of a friend whom the author quotes: "The favoring circumstances under which you visited the country gave you little opportunity to see the dark side; . . . hence you can paint your pictures only in warm, glowing tints."

Town Planning for Small Communities. By the Walpole Town Planning Committee—Charles S. Bird, Jr., Chairman. (National Municipal League Series.) D. Appleton & Co., New York. $2.

RELIGION AND PHILOSOPHY

Jesus of History (The). By T. R. Glover. The Association Press, New York. $1.

This new but needed volume is from an eminent British scholar who has drunk deeply from Jesus' well of living water. It is a biographical portrayal of the spiritual life imparted through Jesus' personality and his teaching by word and example concerning God and man. His fundamental problem as a teacher "was to induce men to rethink God, . . . to live on the basis of relation with God"—the world's greatest need to-day is the rethinking of God for a better understanding of him that has been stimulated by modern science and experience. And this is a challenge to re-explore Jesus. "There is more in him than we have yet accounted for." Dr. Glover says in conclusion: "We have to rethink our theories of Incarnation, to begin on facts that we know, and to base ourselves on a continuous exploration and experience of Jesus Christ first." A distinguishing merit of this little book is, as the Archbishop of Canterbury says in his Foreword, "the rare power of reverently handling familiar truths or facts in such manner as to make them seem to be almost new."

Christ in the Tombs; or, A Square Deal for the Man in Stripes. By the Rev. John Josiah Munro. Published by the Author, Brooklyn, N. Y. $1.50.

Library of Christian Co-operation. Edited by Charles S. Macfarland. In six volumes: **Churches of Christ in Council,** by Charles S. Macfarland; **The Church and International Relations,** prepared by S. L. Gulick and C. S. Macfarland (2 vols.); **The Church and International Relations—Japan,** prepared by C. S. Macfarland; **Christian Co-operation and World Redemption,** prepared by C. S. Macfarland; **Co-operation in Christian Education,** prepared by Henry H. Meyer. The Missionary Education Movement, New York.

Religion of a Newspaper Man. By De Witt McMurray. The Fleming H. Revell Company, New York. $1.50.

Supernatural (The); or, Fellowship with God. By David A. Murray, D.D. The Fleming H. Revell Company, New York. $1.50.

Dr. Murray lays stress on the indispensability of the miraculous element in the Bible as an important part of revealed religion.

WAR BOOKS

Grapes of Wrath. By Boyd Cable. E. P. Dutton & Co., New York. $1.50.

The story of twenty-four hours in the life of a private soldier in the great war.

Pincher Martin, O.D. A Story of the Inner Life of the Royal Navy. By "Taffrail." Houghton Mifflin Company, Boston. $1.50.

Russia in 1916. By Stephen Graham. The Macmillan Company, New York. $1.25.

Mr. Graham was in Russia during the first part of the war and returned in 1916. This volume is the result of his last trip, and is an entertaining record of his experiences, although naturally it is hardly a work of permanent value.

War After the War (The). By Isaac F. Marcosson. The John Lane Company, New York. $1.25.

SCIENCE

Birds Worth Knowing. By Neltje Blanchan. (Worth Knowing Series.) Illustrated. Doubleday, Page & Co., New York. $1.60.

Butterflies Worth Knowing. By Clarence M. Weed. (Worth Knowing Series.) Illustrated. Doubleday, Page & Co., New York. $1.60.

Trees Worth Knowing. By Julia Ellen Rogers. (Worth Knowing Series.) Illustrated. Doubleday, Page & Co., New York. $1.60.

Wild Flowers Worth Knowing. By Neltje Blanchan. Adapted by Asa Don Dickinson. (Worth Knowing Series.) Illustrated. Doubleday, Page & Co., New York. $1.60.

The four books above named belong to a new nature library. The volumes are well printed, well illustrated, and admirably adapted for home and school use.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED